



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

When You are Reading
AND THE WORDS BECOME
BLURRED AND DIM
THEN YOU NEED TO CONSULT
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road C.I., HONGKONG.

No. 19,363.

號三十六百三千九萬一第

日七初月五年申庚

HONGKONG, TUESDAY, JUNE 22ND, 1920.

二拜禮 號二十月六年九國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

CALDBECK, MACGREGOR &

CO. LTD., beg to give notice

that after the 30th June, their
prices will be NETT and liable to
alteration in harmony with the

fluctuations in Exchange.

Hongkong, June 16th, 1920.

CARTRIDGES! CARTRIDGES!

CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES,
12, 10 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.

18, QUEEN'S ROAD CENTRAL,
HONGKONG.

FURNITURE AND PHOTO GOODS

STORE.

GLASS ENGRAVING, SIGN-BOARD AND
MIRROR MAKING.

CANTON MARBLE IN VARIOUS SHAPES.
Photographic Goods of Every Description
in Stock.

DEVELOPING PRINTING AND ENLARGING
UNDER TAKEN.

TELEPHONE 1212.

PEAK TRAMWAY COMPANY

LIMITED.

TIME TABLE

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " to 9.30 " " 10 "
9.30 " to 11.00 " " 15 "
11.00 " to 12.30 p.m. " 15 "
12.30 p.m. to 2.30 " " 10 "
2.30 " to 5.00 " " 15 "
5.00 " to 8.00 " " 10 "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. Every 80 minutes
9.30 p.m. to 11.30 p.m. Every 80 minutes
11.45 p.m.

SATURDAY.
Extra Car - 12.00 Midnight.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " to 11.00 a.m. " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 5.30 " " 15 "
5.30 " to 8.00 " " 10 "
8.00 " to 8.30 " " 15 "
8.30 " to 8.00 " " 10 "

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Voeux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller Order, representing
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16
	Local	Through	Express	Local	Through	Express	Local	Through	Express	Local	Through	Express	Local	Through	Express	Local
	a.m.		p.m.	a.m.		p.m.	a.m.		p.m.	a.m.		p.m.	a.m.		p.m.	a.m.
CANTON (Tai Sha Tau) dep.	7.30		11.15	7.30		11.15	7.30		11.15	7.30		11.15	7.30		11.15	7.30
SHUN CHUN dep.	7.45		11.30	7.45		11.30	7.45		11.30	7.45		11.30	7.45		11.30	7.45
SHUN CHUN arr.	7.55		11.40	7.55		11.40	7.55		11.40	7.55		11.40	7.55		11.40	7.55
SHUN CHUN dep.	8.00		11.45	8.00		11.45	8.00		11.45	8.00		11.45	8.00		11.45	8.00
SHUN CHUN arr.	8.10		11.55	8.10		11.55	8.10		11.55	8.10		11.55	8.10		11.55	8.10
SHUN CHUN dep.	8.15		12.00	8.15		12.00	8.15		12.00	8.15		12.00	8.15		12.00	8.15
SHUN CHUN arr.	8.25		12.10	8.25		12.10	8.25		12.10	8.25		12.10	8.25		12.10	8.25
SHUN CHUN dep.	8.30		12.15	8.30		12.15	8.30		12.15	8.30		12.15	8.30		12.15	8.30
SHUN CHUN arr.	8.40		12.25	8.40		12.25	8.40		12.25	8.40		12.25	8.40		12.25	8.40
SHUN CHUN dep.	8.45		12.30	8.45		12.30	8.45		12.30	8.45		12.30	8.45		12.30	8.45
SHUN CHUN arr.	8.55		12.40	8.55		12.40	8.55		12.40	8.55		12.40	8.55		12.40	8.55
SHUN CHUN dep.	9.00		12.45	9.00		12.45	9.00		12.45	9.00		12.45	9.00		12.45	9.00
SHUN CHUN arr.	9.10		12.55	9.10		12.55	9.10		12.55	9.10		12.55	9.10		12.55	9.10
SHUN CHUN dep.	9.15		13.00	9.15		13.00	9.15		13.00	9.15		13.00	9.15		13.00	9.15
SHUN CHUN arr.	9.25		13.10	9.25		13.10	9.25		13.10	9.25		13.10	9.25		13.10	9.25
SHUN CHUN dep.	9.30		13.15	9.30		13.15	9.30		13.15	9.30		13.15	9.30		13.15	9.30
SHUN CHUN arr.	9.40		13.25	9.40		13.25	9.40		13.25	9.40		13.25	9.40		13.25	9.40
SHUN CHUN dep.	9.45		13.30	9.45		13.30	9.45		13.30	9.45		13.30	9.45		13.30	9.45
SHUN CHUN arr.	9.55		13.40	9.55		13.40	9.55		13.40	9.55		13.40	9.55		13.40	9.55
SHUN CHUN dep.	10.00		13.45	10.00		13.45	10.00		13.45	10.00		13.45	10.00		13.45	10.00
SHUN CHUN arr.	10.10		13.55	10.10		13.55	10.10		13.55	10.10		13.55	10.10		13.55	10.10
SHUN CHUN dep.	10.15		14.00	10.15		14.00	10.15		14.00	10.15		14.00	10.15		14.00	10.15
SHUN CHUN arr.	10.25		14.10	10.25		14.10	10.25		14.10	10.25		14.10	10.25		14.10	10.25
SHUN CHUN dep.	10.30		14.15	10.30		14.15	10.30		14.15	10.30		14.15	10.30		14.15	10.30
SHUN CHUN arr.	10.40		14.25	10.40		14.25	10.40		14.25	10.40		14.25	10.40		14.25	10.40
SHUN CHUN dep.	10.45		14.30	10.45		14.30	10.45		14.30	10.45		14.30	10.45		14.30	10.45
SHUN CHUN arr.	10.55		14.40	10.55		14.40	10.55		14.40	10.55		14.40	10.55		14.40	10.55
SHUN CHUN dep.	11.00		14.45	11.00		14.45	11.00		14.45	11.00		14.45	11.00		14.45	11.00
SHUN CHUN arr.	11.10		14.55	11.10		14.55	11.10		14.55	11.10		14.55	11.10		14.55	11.10
SHUN CHUN dep.	11.15		15.00	11.15		15.00	11.15		15.00	11.15		15.00	11.15		15.00	11.15
SHUN CHUN arr.	11.25		15.10	11.25		15.10	11.25		15.10	11.25		15.10	11.25		15.10	11.25
SHUN CHUN dep.	11.30		15.15	11.30		15.15	11.30		15.15	11.30		15.15	11.30		15.15	11.30
SHUN CHUN arr.	11.40		15.25	11.40		15.25	11.40		15.25	11.40		15.25	11.40		15.25	11.40
SHUN CHUN dep.	11.45		15.30	11.45		15.30	11.45		15.30	11.45		15.30	11.45		15.30	11.45
SHUN CHUN arr.	11.55		15.40	11.55		15.40	11.55		15.40	11.55		15.40	11.55		15.40	11.55
SHUN CHUN dep.	12.00		15.45	12.00		15.45	12.00		15.45	12.00		15.45	12.00		15.45	12.00
SHUN CHUN arr.	12.10		15.55	12.10		15.55	12.10		15.55	12.10		15.55	12.10		15.55	12.10
SHUN CHUN dep.	12.15		16.00	12.15		16.00	12.15		16.00	12.15		16.00	12.15		16.00	12.15
SHUN CHUN arr.	12.25		16.10	12.25		16.10	12.25		16.10	12.25		16.10	12.25		16.10	12.25
SHUN CHUN dep.	12.30		16.15	12.30		16.15	12.30		16.15	12.30		16.15	12.30		16.15	12.30
SHUN CHUN arr.	12.40		16.25	12.40		16.25	12.40		16.25	12.40		16.25	12.40		16.25	12.40
SHUN CHUN dep.	12.45		16.30	12.45		16.30	12.45		16.30	12.45		16.30	12.45		16.30	12.45
SHUN CHUN arr.	12.55		16.40	12.55		16.40	12.55		16.40	12.55		16.40	12.55		16.40	12.55
SHUN CHUN dep.	13.00		16.45	13.00		16.45	13.00		16.45	13.00		16.45	13.00		16.45	13.00
SHUN CHUN arr.	13.10		16.55	13.10		16.55	13.10		16.55	13.10		16.55	13.10		16.55	13.10
SHUN CHUN dep.	13.15		17.00	13.15		17.00	13.15		17.00	13.15		17.00	13.15		17.00	13.15
SHUN CHUN arr.	13.25		17.10	13.25		17.10	13.25		17.10	13.25		17.10	13.25		17.10	13.25
SHUN CHUN dep.	13.30		17.15	13.30		17.15	13.30		17.15	13.30		17.15	13.30		17.15	13.30
SHUN CHUN arr.	13.40		17.25	13.40		17.25	13.40		17.25	13.40		17.25	13.40		17.25	13.40
SHUN CHUN dep.	13.45		17.30	13.45		17.30	13.45		17.30	13.45		17.30	13.45		17.30	13.45
SHUN CHUN arr.	13.55		17.40	13.55		17.40	13.55		17.40	13.55		17.40	13.55		17.40	13.55
SHUN CHUN dep.	14.00		17.45	14.00		17.45	14.00		17.45	14.00		17.45	14.00		17.45	14.00
SHUN CHUN arr.	14.10		17.55	14.10		17.55	14.10		17.55	14.10		17.55	14.10		17.55	14.10
SHUN CHUN dep.	14.15		18.00	14.15		18.00	14.15		18.00	14.15		18.00	14.15		18.00	14.15
SHUN CHUN arr.	14.25		18.10	14.25		18.10	14.25		18.10	14.25		18.10	14.25		18.10	14.25
SHUN CHUN dep.	14.30		18.15	14.30		18.15	14.30		18.15	14.30		18.15	14.30		18.15	14.30
SHUN CHUN arr.	14.40		18.25	14.40		18.25	14.40		18.25	14.40		18.25	14.40		18.25	14.40
SHUN CHUN dep.	14.45		18.30	14.45		18.30	14.45		18.30	14.45		18.30	14.45		18.30	14.45
SHUN CHUN arr.	14.55		18.40	14.55		18.40	14.55		18.40	14.55		18.40	14.55		18.40	14.55
SHUN CHUN dep.	15.00		18.45	15.00		18.45	15.00		18.45	15.00		18.45	15.00		18.45	15.00
SHUN CHUN arr.	15.10		18.55	15.10		18.55	15.10		18.55	15.10		18.55	15.10		18.55	15.10
SHUN CHUN dep.	15.15		19.00	15.15		19.00	15.15		19.00	15.15		19.00	15.15		19.00	15.15
SHUN CHUN arr.	15.25		19.10	15.25		19.10	15.25		19.10	15.25		19.10	15.25		19.10	15.25
SHUN CHUN dep.	15.30		19.15	15.30		19.15	15.30		19.15	15.30		19.15	15.30		19.15	15.30
SHUN CHUN arr.	15.40		19.25	15.40		19.25	15.40		19.25	15.40		19.25	15.40		19.25	15.40
SHUN CHUN dep.	15.45		19.30	15.45		19.30	15.45		19.30	15.45		19.30	15.45		19.30	15.45
SHUN CHUN arr.	15.55		19.40	15.55		19.40	15.55		19.40	15.55		19.40	15.55		19.40	15.55
SHUN CHUN dep.	16.00		19.45	16.00		19.45	16.00		19.45	16.00		19.45	16.00		19.45	16.00
SHUN CHUN arr.	16.10		19.55	16.10		19.55	16.10		19.55	16.10		19.55	16.10		19.55	16.10
SHUN CHUN dep.	16.15		20.00	16.15		20.00	16.15		20.00	16.15		20.00	16.15		20.00	16.15
SHUN CHUN arr.	16.25		20.10	16.25		20.10	16.25		20.10	16.25		20.10	16.25		20.10	16.25
SHUN CHUN dep.	16.30		20.15	16.30		20.15	16.30		20.15	16.30		20.15	16.30		20.15	16.30
SHUN CHUN arr.	16.40		20.25	16.40		20.25	16.40		20.25	16.40		20.25	16.40		20.25	16.40
SHUN CHUN dep.	16.45		20.30	16.45		20.30	16.45		20.30	16.45		20.30	16.45		20.30	16.45
SHUN CHUN arr.	16.55		20.40	16.55		20.40	16.55		20.40	16.55		20.40	16.55		20.40	16.55
SHUN CHUN dep.	17.00		20.45	17.00		20.45	17.00		20.45	17.00		20.45	17.00		20.45	17.00
SHUN CHUN arr.	17.10		20.55	17.10		20.55	17.10		20.55	17.10		20.55	17.10		20.55	17.10
SHUN CHUN dep.	17.15		21.00	17.15		21.00	17.15		21.00	17.15		21.00	17.15		21.00	17.15
SHUN CHUN arr.	17.25		21.10	17.25		21.10	17.25		21.10	17.25		21.10	17.25		21.10	17.25
SHUN CHUN dep.	17.30		21.15	17.30		21.15	17.30		21.15	17.30		21.15	17.30		21.15	17.30
SHUN CHUN arr.	17.40		21.25	17.40		21.25	17.40		21.25	17.40		21.25	17.40		21.25	17.40
SHUN CHUN dep.	17.45		21.30	17.45		21.30	17.45		21.30	17.45		21.30	17.45		21.30	17.45
SHUN CHUN arr.	17.55		21.40	17.55		21.40	17.55		21.40	17.55		21.40	17.55		21.40	17.55
SHUN CHUN dep.	18.00		21.45	18.00		21.45	18.00		21.45	18.00		21.45	18.00		21.45	18.00
SHUN CHUN arr.	18.10		21.55	18.10		21										

END OF LEASE: PREMISES SOLD

BARGAINS

IN

PIANOS,

MUSIC & INSTRUMENTS.

COSTS ARE RISING.

EXCHANGE IS FALLING.

THE PRESENT IS YOUR OPPORTUNITY!

LATER you will have to pay MORE.

ROBINSON PIANO CO., LTD.

(10)

Sleep in Comfort!

You'll never have your slumbers disturbed by uncomfortable pyjamas if you choose our full cut and roomy sleeping suits.

They are made of cool thin fabric that lets the air through, and we stock them in either the short or full length styles.

SHORT SLEEVES. KNEE LENGTH.	ALL SIZES IN STOCK 34 to 46 Chest.	LONG SLEEVES. FULL LENGTH.
From \$3.75 per suit.		From \$4.00 per suit.

MACKINTOSH

& CO. LTD.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD.

TELEPHONE 29.

It was indeed a happy hap when we hap to hit on the

"HAPPY HIT"

for this cigarette is recognised as the 'IT' of discriminating smokers, and it certainly hit the mark wherever

BURLEY'S HAPPY HIT

is smoked to-day.

Ask for a tin and try it.

IT'S TOASTED

An entirely new principle in Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO., LTD.

Tel. 151.

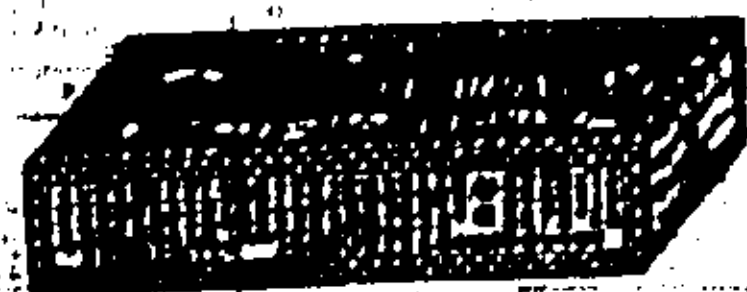
Hotel-Manipulations.

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HEALTH & SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



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CHINA TEA.

ITS POPULARITY IN THE BRITISH ISLES.

A history has just been compiled of tea, and other breakfast beverages by D. F. Shillington and John J. Bunting of the firm of Bunting & Co., Ltd., 23, Rood Lane, E. C. 3. Of China tea they write:

"It is somewhat pathetic to reflect on the wonderful change which has come about in the taste of the British people from China tea to the Empire grown article. Patriotic sentiment might induce some to prefer British production, but this change in taste took place long years before any talk of preferential duties came up; that supposition may therefore be left out of account."

It is rather difficult to define the real reason why the British grown tea is now so much preferred. Fifty years ago when China tea still held the field our neighbours in Ireland were always asking for the very strongest descriptions of it. Indeed there used to be a story current in Belfast of an old farmer going to his grocer and after complaining that the last tea he had was not very strong, his grocer tried to assure him that it was quite as good as usual. "But what I want," said the farmer, "is 'acka fortis' or 'ay'." It is therefore not at all surprising that when strong broken Assam came into the market the "acka fortis" party found that they supplied the want and they readily adopted the strongest of the strong. From that time, the "decline and fall"

of China tea in Ireland was rapid. It is not suggested that this decision reflected an opinion that the new Assam tea more nearly resembled in quality the wine of the country (whisky) nor that the people of Ireland were in greater sympathy with the Assamese, than they were with the Chinese. Nor is it to be supposed that hygienic considerations influenced the good people of Ireland in the slightest degree, quite the contrary.

Some members of the old gang boldly declared their opinion that such frequent intubations of strong Indian tea would most injuriously affect the old field. And, indeed, this was told, but in the West of Ireland this time. The country authorities found it necessary to enlarge the lunatic asylum, and as the work proceeded an enquiring stranger made some remark upon the extensions, to which a humorous native replied, "Shure, sorr, them's the Assam tay wings."

Before leaving the subject of taste and preference in tea drinking, it may be said that whilst most dealers are of opinion that China tea is effete and utterly extinguished by British growths as far as trading purposes go, they nearly all—at least 75 per cent. of the brokers and dealers—engaged every day, tasting and manipulating the article in business prefer to drink China tea at home, and it may be doubted from a connoisseur's point of view if any other kind of tea will afford so much real pleasure as a cup of fine Chinese Keemun or Lap-sang Sou-chong when carefully made. By way of illustration the following "Mining Lane" story may be given.

A certain tea broker, whose name would carry immediate conviction was giving a dinner party, and later in the evening treated his guests to a cup of tea. They were all highly pleased and one approached his host and said, "I say—where do you get such delicious tea?" "Ah," said the old tea broker, "there's a secret in that. Buy the finest China tea you can get, your hands on, put double as much in the teapot as anybody else, pour freshly boiled water on it, and let it stand to infuse for three minutes, then pour off into another warm teapot and you have 'Tea-de-Luxe'."

China was undoubtedly the first country to send us tea, and for many years was our only source of supply, and yet we are informed by competent authorities that the tea plant is not indigenous to China. It was brought there (so it is said) in A. D. 645 by an ascetic from Northern India, and it soon became the national beverage. Some ancient Arab records state that tea was in general use in China in the 9th century, so it may be assumed that many centuries before the Old East India Company entered the tea trade (1600) the Chinaman knew how to enjoy his "cheering cup." The East India Company had its headquarters in Leadenhall Street, and was a great power in the East for well on to three centuries. Its army maintained order amongst the turbulent disturbers of the peace, and little by little added many provinces to the Empire. But in the time of these services were forgotten and forgotten were the methods of doing business. In short it was charged against them that they so manipulated the sales of tea in London that its cost to the consumer was considerably higher than the consumers of the same quality had to pay for it on the continent of Europe, and as some of the monopolies which they enjoyed were running out and had to come up for renewal in 1833, the British Government deemed it wiser to cancel them all and throw the tea business open to everyone—a decision which after a few years of the tea control no modern operator in tea would be disposed to question.

After the monopoly was taken away and the trade thrown open, business in China tea was a very satisfactory and profitable one, until India tea in the seventies of last century began to arrive in sufficient quantities to double the "sales" of the public; and again in the nineties when Ceylon entered the list. These British grown varieties rapidly increased and China had to withdraw. Of course imports having been prohibited in the spring of 1917 it is unfair to quote statistics, but of late years they had been very small, and previous to the prohibition were only about 3 per cent. of the annual import, and of that small amount about half was green tea which was re-exported, leaving the home consumption of China tea in this country about 10 million lbs. in a year. It is now much less, as the prohibition of the import in 1917 was very detrimental to the trade.

The best authorities say that John Chinaman is indifferent. He is accustomed to work in a big sort of way on well thought-out lines, and his total export of tea to all parts of the world is estimated at only about 5 per cent. of his production, so that whether we take much or little of his crop is a minor consideration, and all he asks is that if and when we do not wish to import any more of his tea we will let him know in time to arrange for the manipulation of his coming crop. The last four years of war must have somewhat disconcerted him, but it is abundantly clear that he has recognised the altered position of things, for he has reduced his manufacture of suitable teas for this market, and it is therefore doubtful if London will receive this season more than half its usual supply of Deumous, whilst as for changes they will be conspicuous by their absence.

Tea business with China has also suffered more heavily of late by the adverse ratio of exchange than other growths, for while the rupee has only advanced from 1s. 4d. to 2s. 3d. the Shanghai tael has gone up to 1d. to 2s. 9d., and besides this the Government have shown much more disposition to provide tonnage for Calcutta and Colombo than they have for Shanghai, so that at the time of writing appearances seem to indicate that before long China tea in this country may become a thing of the past. The preferential duty of 2s. per lb. in favour of Empire grown tea has already been referred to, and there can be no doubt that it is having very injurious effect on the produce of China, Java and Sumatra. Judging by the speeches delivered by several of the chairmen of the large producing companies in India and Ceylon, none of them had asked for such a concession or even desired it, although perhaps some of their shareholders may have thought that it would act in their favour. But so far John Chinaman does not seem to be greatly disturbed about it. The London market was expecting its usual new crop but now it is authoritatively stated that the "crack chow" of Sumatra, Cheong May and Cheong Koo have not been made this season. Before the war they amounted to probably 2,000 half chests, and as to Lap-sang Sou-chong, which experts consider the finest tea grown, it is likely that the supply will not exceed one quarter of the usual quantity. As evidence of the estimation in which these teas are held in the trade, as soon as this fact became known the few small parcels of old supply remaining in the market advanced to 5s. 6d. per lb. in one day. There are still remaining a faithful few who drink China tea by preference, or in obedience to the celebrated dictum of the late Sir Andrew Clark, when he addressed the medical students in the London Hospital on 13th November 1891. "Tea," he said, "is a blessed beverage, I do not know what I should do without it, but there is tea and tea. . . . It should not be of all be black tea." This medical opinion created a mild sensation at the time; our office boy says: "Good Sir Andrew had not tasted a cup of Sumatra tea when he said all that," but Indian and Ceylon teas have maintained their position whilst the public taste for China tea has steadily declined.

A reference to the palm days of China tea in this country calls up in the minds of the veterans of Mining Lane memories of the gaffer ships which used to bring tea to London before the Suez Canal became the great highway to and from the East. How the telegrams recording the hours at which those ships passed certain well-known points on the coast and voyagers were watched with almost breathless interest, and at last when it was wired from Start Point that they were beating up the English Channel the excitement became intense. But even before the days of the telegraph the arrival of the "clippers" was even more mysterious, for a well-arranged and legitimate race took place for many years. The crew of the winning ship used to receive £500 from the owners of the cargo; for the first cargo to put in the London market realised anything from 3d. to 6d. per pound more than the tons on board the second vessel, the price being arranged accordingly to the distance or rather time between the two ships. The ships "Black Adder," "White Adder," "Cutty Sark," "Fiery Cross" and other familiar names are still remembered by a few. As soon as the first ship passed Gravesend it was known to brokers and wholesale dealers, when the hatches were taken off in the docks, hosts of sampling clerks would be there to draw samples for their firms. Many of them spent the previous night in adjacent hotels to be first in the field in the morning. Samples were taken and were being tasted in Mining Lane at 9 a.m., bids were made by the large dealers, Duty was paid on the gross weight, and the New Seasons Congreous were being sold in Liverpool and Manchester next morning. How this remarkable despatch in forwarding tea to the country consumer was accomplished it is perhaps as well not to enquire too closely. Dockers, landing waiters, railway carmen—in fact everyone concerned was in the most complaisant and obliging mood, and further the atmosphere of the days with heavy good will; and if a moderate amount of current coin of the realm changed hands no mention was made of it in the market reports next morning.

As to the methods of manufacture pursued in China some people say that our friends in India and Ceylon might learn something to their advantage from John Chinaman. It has yet to be explained why if he can send us large chops of Congou of anything from 100 to 2,500 packages not the slightest variation in leaf or liquor, our planter friends of the British Empire, after five or six years of urgent entreaty by their two Associations, requesting them to increase the size of the breaks to a minimum of at least 50 packages, can rise only to the microscopical average of 20 packages. Clearly this matter must be again considered by the producers, or the neglect to do so will eventually be regretted by all.

In concluding these somewhat desultory remarks we may say that although China tea may not be in the ascendant just now in the London market, it is to be hoped that it may be still many years before we shall have to bid it finally farewell.

MILITARY SERVICE IN INDIA.

THE QUESTION OF COMPULSION.

A general meeting of the Calcutta Ex-Officers' Association was held at Calcutta on May 22nd, Lieutenant-Colonel H. F. Hobbs presided, and there was a good attendance, among those present being Colonel H. H. Lidday, Officer Commanding the Presidency Brigade, and Colonel Frank Johnson. The principal item on the agenda was to consider, and, if thought fit, to approve and adopt the draft rules of the Association as prepared by the Committee.

THE NEW BILL.

Lieutenant-Colonel Hobbs, in opening the proceedings, said:—"The first business before the meeting is to give you a summary of work accomplished and in hand by the Committee since their appointment. You will remember that the purpose of the last general meeting was to assure ourselves that some sort of universal military service was necessary, and we were practically unanimously agreed that this was so. In anticipation of the proposed new Auxiliary Forces Bill becoming law, a draft scheme for a battalion of ex-officers had been laid before a previous general meeting and approved and your committee was instructed to press this forward with certain modifications and, if possible, to secure the sanction of the Government thereto. Since that date the unexpected (though possibly some may be inclined to say the expected) has happened, and we may accept recent newspaper publications as fact, the Secretary of State for India has vetoed any form of compulsory service. It is possible to conceive that he may have had reasons for such action, but what was in his mind when he stated that such service was an insult to Europeans in India is beyond comprehension, and particularly so when he must have been aware that practically every responsible European body in this country had expressed their approval of some form of universal military training. In any case, the whole question appears to have been shelved for the time being. In the meantime, however, your Committee had made very marked progress with their scheme, and you will be interested to learn that it had, in the main, received official approval. Having arrived at this stage, it was our intention to call a general meeting of ex-officers, acquaint them with the progress of our negotiations, and ask their approval of our scheme—before going further. This was, however, rendered unnecessary by the withdrawal of the Bill."

After outlining the scheme, the President continued:—"It has been proposed that Special Reserve Territorial Force Officers who wish to retain their connection with their old units should be allowed to do so, and that Special Reserve Officers should have the option of training with units or of being attached for training to British units in India. The decision rests with the War Office. If the new Reserve becomes, as is hoped, an Army in India Reserve, as opposed to an Indian Army Reserve, the Special Reserve will necessarily have a section in India belonging to British units in the Indian establishment. It is quite possible that the question will be raised as to whether officers should remain on that list without regard to their residence. The whole question as to the position of Special Reserve and Territorial Force Officers is now under the consideration of the home authorities. You will doubtless have seen that Government has now decided that no demobilised officer shall be compelled to serve in the ranks except at his own request. If the special unit for which we have asked comes into existence it would certainly train as an O.T.C., members of it in the Army in India Reserve would, in all probability, do their annual or other training with the corps or unit to which they were allotted as reservist officers, and in that case would not be required to do more. Those who did not or could not join the Army in India Reserve would be trained under local direction in whatever arm the unit might belong to, with the dual object of (1) maintaining and improving their value as officers; (2) of taking a part in the local scheme of internal security should need arise."

"So much on the question of ex-officers. In particular I would now like to touch upon a question of wide interest and one of undoubted great urgency. I think you will agree that the action by the Secretary of State for India in regard to compulsory service does not remove the urgent necessity of some form of military training for Europeans in this country being laid upon their shoulders. Indeed, the case is. The obligation is as to its precise form. Government must have had ample evidence, at least since the armistice, that the Indian Defence Force scheme is scarcely a success. We are not to have compulsion at present, then why not revert to the Volunteer system. The main argument against the Volunteer system, as compared with compulsion, is that Volunteer units would necessarily differ in quality to a very marked degree and also be uncertain at all times in quantity. I would like to say here that your Committee have in no way altered their previously expressed opinion that every able-bodied white man ought to undergo some sort of military training. If the voluntary system is reverted to, members by enlistment should render themselves liable to serve for a fixed period and to obedience to fixed regulations. This being so, they would probably be superior in efficiency and moral to a conscripted force. The drawback of smaller enlistments would, in our opinion, be more than redeemed by those characteristics. Moreover, I am of opinion that calculation could be made with as great, if not a greater, degree of accuracy as that in the case of a conscripted force. Doubtless, a good deal of controversy would arise as to the length of time a man should engage to serve to make Volunteer units worth the trouble and expense entailed. Your Committee's view is a term of covenanted service, say, of five years, after which further service would be open to a man, say (Continued at foot of next column.)

ANGLO-JAPANESE ALLIANCE.

THE AUSTRALIAN VIEW.

SYDNEY, May 22nd. The Sydney Herald, commenting upon the Anglo-Japanese Alliance, says it recognises that Japan during the war did all it undertook to do and more. "Australia," whose views will undoubtedly weigh with the British Government, has always regarded the Treaty with some what mixed feelings. Naturally we are concerned less with the broader aspects than the probable effects on our own interests. In so far as it has promoted our security we have welcomed it. It is clearly to our advantage that so powerful and populous a neighbour should be bound by ties of friendship, and the renewal of the alliance will materially influence imperial and local schemes of defence. But it is also true that Japan's status as an ally is occasionally embarrassing in the regulation of our domestic affairs. For example, it has complicated the immigration issue and made our policy seem unnecessarily invidious. It is idle to ignore the fact that a white Australia is unpopular in Japan and a renewal of the Treaty might be objected to as presumptuous acceptance of a doctrine in which the Japanese have not forgotten the part played by Mr. Hughes at the Peace Conference, when he opposed the inclusion of racial equality in the Covenant of the League of Nations. It was a thankless rôle, in which Australia was not supported. Although several other countries were equally interested in the elimination of the clause, Australia had to bear the odium."

After referring to the demands of the Japanese Press for the reopening of the question, the Herald continues:—"Much of the resentment, we must admit, is due to our policy being sometimes formulated in needlessly provocative terms. The question, as Mr. Hughes insisted at Versailles, was not one of superiority or inferiority. Such considerations did not enter into it at all. It is a question of the difference in outlook in economic conditions and in standards of every kind. The relative merits of each are quite irrelevant. Our policy is simply the result of our settled conviction that in the peculiar circumstances in which Australia is placed, our national development is best assured along certain lines. There is no intention to cast a slur on other nations. Only a hypersensitive nation would detect one. If the Japanese would only appreciate our point of view in the matter, they would see no reason to feel aggrieved. As far as we are concerned our relations with Japan are most cordial, and we hope they will remain so whatever happens to the Treaty. After all it would be as great a mistake to imagine denunciation by either power portended rupture as that renewal provided inflexible and permanent safeguards."

THE DWINDLING PRINCIPLE.

PEERS TO SINK IN EACH GENERATION.

There is a rumour that the authorities of the Imperial Household Department in Japan are giving serious consideration to the question of revising the Peerage Act, and that the feature of the revision they have in view is to lower the peerage by one degree at every succession to it. That is to say, the heir to a Viscount shall be relegated to the rank of Baron, while the heir to the holder of the Baronage shall cease to be a peer. Coming as it does at the present moment, when such a rumour is in the air, the report that the heir to the late Count Itagaki has been officially declared a commoner will be regarded, of course, as having nothing to do with that. As is well-known the late Count Itagaki was a staunch believer in the principle of the peerage becoming extinct with the death of the man who won it through his distinguished services to the State. He carried this conviction to the grave. He was clearly stated in the will left behind by the distinguished politician that his heir should not notify the Minister of the Imperial Household of the succession to his inheritance within six months of his death, a procedure which is tantamount to a notification of non-succession to the peerage. This will was acted up to by the late Count's heir, Mr. Itagaki Hokotaro. Hence the official announcement by the Imperial Household Department that in accordance with Paragraph 2 of Article 18 of the Peerage Act the heir to the late Count Itagaki forfeits the right to the peerage.

for a similar period, after which he would go to the reserve with a minimum of training. The maximum age for reserve would be, say, 45 years. I think one might safely assume that a considerable proportion of men would put in the second term of active service which would take most of them to about 35 years. Finally, I am convinced that Associations such as our own can render every material support to the Government in this matter, it being one which concerns them so closely, and it is up to the ex-officers to give a decided lead.

The objects of the Association, as given in the rules, are as follows:—
(a)—To enable ex-officers to keep in touch with one another and to encourage and maintain the spirit of good-fellowship which was created by common service during the war.
(b)—To voice the opinions of its members on all matters affecting their interests and to promote such interests.
(c)—To support the claims of, and extend assistance (including monetary assistance) to members and their dependants.
(d)—To uphold and promote the interests of the British community in India.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR MR. R. J. GOMPERTZ,
ACTING CHIEF JUSTICE.]

A BRUTAL ASSAULT.

Wong Kui and Lok Chiu were indicted on two charges: assault by two or more, and wounding with intent to maim.

The Hon. Mr. J. H. Kemp, K.C., Attorney General, conducted the prosecution.

The following jury was empanelled:—Messrs P. W. A. Wilkie, J. de Rouf, J. Morais, A. A. dos Ramos, J. M. Soares, Woo Yuk Lun and Wong Tsz Shun. Mr. dos Ramos asked for exemption, on the ground that he was deaf in one ear. His Lordship asked him to present his good ear to the evidence.

Mr. Kemp said that the offence was committed in Bowring Road on the evening of May 1st. The complainant, a motor driver, was walking on the road when a Chinese, the second prisoner, assaulted him. The first prisoner then came up and stabbed him with a knife. Both the prisoners were, of course, equally guilty of the wounding, for they accepted the complainant with the common design of robbing him with violence. The complainant had received his salary that day and doubtless the prisoners knew of that fact. The attack might well have resulted in loss of life. The complainant was stabbed in the chest, and the knife penetrated the lung. The assault was witnessed by two other motor drivers, who helped to arrest the prisoners.

The jury brought in a verdict of guilty. The first prisoner was sentenced to 12 years' hard labour, and the second prisoner to 10 years' hard labour.

[BEFORE HIS HONOUR MR. J. R. WOOD,
ACTING JUSTICE.]

BIG HAUL OF JEWELLERY.

Ho Kuan was indicted for the robbery of a quantity of jewellery and a sum of money from a Chinese woman. He pleaded guilty, but said he did not rob the ten-cent pieces mentioned.

The Acting Crown Solicitor (Mr. P. Jacks), replying to his Lordship, said he had no objection to a plea of guilty being entered.

Mr. Jacks said that Yip Yee, a widow, living at No. 7, Pine Street, Tai Kwok, was awakened at half past four one morning by a voice calling out "Open the door, the boat has run aground." She opened the door and two men entered. One seized her by the throat and then held her down on the bed by her hair. The other man ransacked the house. They then covered her head with a blanket and went away. She found she had lost all the jewellery in the house, as well as a sum of money. At 7.10 a.m. she reported the robbery to the Police, and on information received, the Police went to the Kwong Wah Hospital. The prisoner, seeing the Police arrive, tried to escape, but was overtaken and arrested. Some of the stolen property was found in his possession. At the Magistrate's the prisoner said the robbery was engineered by a man named Ah Wai.

His Lordship passed sentence of five years' hard labour, and ten strokes with the "cat."

ROBBERY AT YAUMATEI.

Chang Chi Leung was indicted for robbery by two or more in Yaumatei Bay, on the night of May 22nd.

The Acting Crown Solicitor conducted the prosecution.

The following jury was empanelled:—Messrs A. D. Holland, C. J. Hammes, D. MacLaren, G. Mellis, J. N. Jack, P. H. Murray, and M. A. Simoes.

Mr. Jacks said that the facts were that at about 9.30 p.m. on May 22nd, To San, a widow and mistress of a passenger boat, was on her boat with her daughter-in-law. The boat was lying alongside the Lee Kee wharf. The prisoner and another man appeared on the scene and told her to take them to a small cargo boat out in the Bay. When she was rowing towards the cargo boat, the prisoner kept on saying "That's not the boat." She then turned back and was rowing towards the shore when the prisoner caught hold of her and told her to give up all her jewellery. He took a pair of gold ear-rings from her ears and then pushed her overboard. She caught hold of the side of the boat and was helped up by her daughter-in-law. The two men jumped overboard and swam away. The Police launch arrived soon after and was told of the robbery. The Police found the prisoner hiding alongside a Chinese gunboat. The woman had identified the prisoner after some little difficulty, but the daughter-in-law failed to do so. The jury would, of course, remember that the incident took place at 9.30 p.m.

A verdict of guilty was returned. The prisoner was sentenced to five years' hard labour and ten strokes with the "cat."

THE ATTACK ON MARRIAGE LAW.

DANGERS OF EASY DIVORCE.

SERMON AT ST. JOHN'S CATHEDRAL.

The Rev. H. Conley, M.C., preached the following sermon on Sunday morning at St. John's Cathedral:—

The Christian Church is in the world to fight against sin. We call her the Church Militant, and everyone who belongs to her is bound to fight, and we have no difficulty in finding where the warfare must begin. It begins in our own hearts; we have to fight evil there. Some people seem to think the Christian warfare stops at that. They do not realise that they are pledged to fight in the world.

At the present time the warfare is as sharp and keenly contested as ever. From time to time we see in the history of the Christian Church that desperate attacks have been made on her faith and on her moral standard of life, but always the promise of her master has held good, and the gates of hell have not prevailed against her.

In recent years not only has the Christian faith been rigorously assailed but the standard of Christian morals has also been fiercely attacked. In England during the last few weeks, as you are probably aware, a resolute attack has been made on the Marriage Law as it now stands. In the House of Lords a Bill has been introduced by Lord Buckmaster, which proposes to extend the grounds on which divorce can be granted in accordance with the Majority Report of the Royal Commission on Marriage and Divorce. Six causes are to be allowed for divorce: adultery; desertion for more than three years; cruelty; incurable insanity after five years' confinement; habitual drunkenness; and imprisonment for life under commuted death sentence. The bill has passed the early stages in the House of Lords and its backers seem determined to force it through.

In the House of Commons a resolution was introduced to the effect that legislation should be passed on the lines of the Majority Report, but an amendment was moved and carried to the effect that no change in the law of divorce should imperil the permanence of the marriage contract, would be harmful to the best interests of the community. So it appears that the Lords favour a greater facility of divorce and the Commons do not. With such an attack being made on the Marriage Law, it behoves every Christian to be up and doing, and to be ready to meet and refute the many untrue things which are being said on this subject. And in order to do so, everyone ought to be acquainted with the facts and history of divorce at least in outline. For it is strange to see how the advocates of the proposed changes ignore history and appeal to sentiment and theory. One might read many of the effusions in favour of the increased facilities and grounds of divorce without finding any allusion to countries and times when such facilities and grounds have existed. One might suppose from reading them that they were advocating something new which had never been done before, instead of the changes being a return to conditions found amongst many savage tribes and amongst the Jews at the time of Christ and amongst the Romans in the latter days of the heathen Empire. Divorce was so common amongst the Jews in the time of Christ that it was a cause of scandal to the heathen and the Rabbis said, in order to excuse their laxity in the matter, that it was a privilege granted by God to the Jews but not to the Gentiles. Gibbon, in his well-known history, the Decline and Fall of the Roman Empire, has written words which we may well ponder over at the present time. "In centuries of prosperity and corruption the principle (of divorce) was enlarged to frequent practice and pernicious abuse. Passion, interest or caprice suggested daily motives for the dissolution of marriage, the most tender of human connections was degraded to a transient society of profit or pleasure. A specious theory is refuted by this free and perfect experiment which demonstrates that the liberty of divorce does not contribute to happiness and virtue." Those words of Gibbon, who certainly cannot be accused of any bias in favour of Christian teaching, may well be commended to the consideration of all those who wish to see greater facility of divorce allowed. Gibbon continues, "The facility of separation would destroy all mutual confidence and enflame every trifling dispute, the minute difference between an husband and a stranger, which might so easily be removed, might still

TO CHLOE IN SUMMER.

Do you remember, Chloe, in the days
When you were small, and I was almost young,
How you incessantly would sing the praise
Of Men; and all your poems being sung,
I'd say that you were simply talking rot,
And you would stamp your foot and say "I'm not!"

Now, Chloe, when I meet you once again,
Your manner seems half bored, and half resigned,
What you desired I find you now disdain—
It seems you have completely changed your mind!
For, in such tones, as boredom only brings,
You say "What, Men! I hate the horrid things!"

Perhaps you're right. I, too, have changed my view,
And when I scan your frock (the latest style!),
And think of my starched shirt, and collar too,
That I must wear—in June—with sorry smile
I say, while envious thoughts within me whirl,
"I could keep cool as well, were I a girl!"

E. W. H.

more easily be forgotten, and the matron who in five years can submit to the embraces of eight husbands, must cease to reverence the chastity of her own person.

But we do not need to go so far back to see the result of great facility of divorce. In some of the States in America it is very easy to obtain a divorce. One of the best known and most highly thought of American in recent years was the late President T. Roosevelt and this was what he said on the subject. "The census of divorce is fairly appalling. Easy divorce is a bane to any nation. It is a curse to society, and a menace to the home, an incitement to married unhappiness, an evil thing for man, and a still more hideous evil for women." A Judge of the Supreme Court of Illinois in the U.S.A. recently stated his view that "the marriage laws were fast becoming meaningless, because the more divorces a woman has to her credit—or rather discredit—the more men she is able to get." That does not show that the relaxing of the marriage law conduces to moral improvement as its advocates would have us believe.

It was noticeable in the recent debates in the House of Lords and the Commons that the advocates of change did not refer to history or experience, but only to their own theories of what would follow on the adoption of their proposals. Surely when such drastic changes in the marriage law of England are proposed it is our duty to see what has been the result of such laws in countries and times when they have been tried. The appeal to experience is not likely to lead any who wish well to their country, to be anxious to relax the marriage law.

But let us turn to another point. What is the present State law of marriage and on what is it founded? At present the English law of marriage is supposed to be based on the teaching of Christ. Up till 1857 the law of the Church, which does not allow remarriage of divorced persons during the life-time of the divorced husband or wife, was also the law of the land. In 1857 the law of the State was changed, but the church law was not changed. But those people who advocated and carried the Divorce Act of 1857 claimed that the Church was stricter than Christ, because Christ seems to have allowed divorce for one cause when He said: "Whosoever shall put away his wife, except it be for fornication, and shall marry another, committeth adultery." So, as the Act of 1857 only allowed divorce for adultery, its supporters claimed that they had Christ's authority. I do not believe the claim was correct, but it seemed plausible. But to-day the advocates of change would have us entirely repudiate the teaching of Christ in this matter.

He certainly did not allow more than one ground for divorce, but to-day other grounds are claimed. Christ said: "For this cause shall a man leave his father and his mother and shall cleave to his wife, and they twain shall be one flesh, so then they are no more twain but one flesh. What, therefore, God hath joined together let not man put asunder." His disciples were astonished at such teaching and asked Him about it and He said "Whosoever shall put away his wife, and marry another, committeth adultery against her, and if a woman shall put away her husband, and be married to another, she committeth adultery." That is Christ's teaching as we read it in the Gospels. It is not the suggestion of priests in the Middle Ages, as an eminent barrister, said it was. It is the teaching of Our Lord Himself, and as Christian religion spread amongst people who were accustomed to easy divorce, it was seen that the Christian law of indissoluble

marriage was better than the heathen, and gradually as Christianity spread the marriage law of Christ prevailed. It has never been regarded as an easy law. Here in China there are many who would gladly embrace the Christian religion, were it not for the Christian law of marriage; but that they find too hard. Our Lord's Apostles were surprised at the severity of His teaching on this subject, but they recognised that it was an essential part of Christianity to teach that marriage was indissoluble. And those who advocate the present changes know that what they advocate is the denial of Christ's own teaching; only they are afraid to say so, because the majority of English people are at heart Christian, so they try to make out that the Christian law of marriage was the work of priests, as it is a popular thing to abuse priests. But it was not it was Christ's own work. When the result of the division in the House of Commons was announced, that the amendment against the change in the law had been carried, a member was heard to exclaim: "The Christians have triumphed!" It is possible for a Christian to hold that the law as it now stands, with the Divorce Act of 1857, has the sanction of Christ; it is possible to believe that the Church's law is stricter than what Christ taught, but it is not possible to claim any remnant of Christian support for the changes now advocated. They are the direct repudiation of Christ and His teaching, and so it behoves every Christian, who believes in Christ as the Son of God, to combat in every way he or she can, this new and insidious attack on Him. What He taught must be the best. If facility of divorce tended to happiness and virtue, Christ would not have said what He did, and the history of divorce has shown the truth of His teaching. The easier you make divorce the more you encourage thoughtless marriage, and weaken the family life which is the foundation of the State. If Lord Buckmaster's Bill should become law a definite step will have been taken towards the decline and fall of the British Empire.

SON'S REVENGE ON HIS MOTHER.

SETS FIRE TO HOUSES.

A Chinese youth, as an act of revenge, is reported to have set fire to a number of houses at Lau Tau Island, owned by his mother.

A report was made to the Police that a house occupied by some farmers was set on fire, the flames spreading to two adjoining houses, all of which were gutted. The buildings were of mud and mortar and were not insured. A store-room was also set on fire, and a bullock and a pig were killed. Investigations resulted in the discovery that the son was at the bottom of the deed but he managed to make himself scarce before the Police arrived.

RESULTS OF ATTENDING A PARTY.

INDIAN SERGEANT ASSAULTED.

A. J. Ahlong was charged as the Magistrate, yesterday, with assaulting an Indian Sergeant and with disorderly conduct. Sergeant Strimmon said that on Saturday afternoon the Sergeant saw defendant lying in the gutter in Haip'ong Road in a drunken condition. He lifted him up and was assaulted. The Sergeant blew a police whistle and this was grabbed by defendant who broke the chain and threw it away. The Sergeant's truncheon was also thrown away. Eventually, with the assistance of a Chinese constable, defendant was taken to the Station. Defendant said he went to a party and did not know what happened to him till he woke up at the Station. Defendant was fined \$10 and was ordered to pay \$1.50 to the Sergeant as compensation.

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30c. and 55c. per tin.

CREAMED CHICKEN a la KING

40c. and 70c. per tin.

LOBSTER a la NEWBURG

50c. and \$1 per tin.

WELSH RABBIT

40c. and 65c. per tin.

SPAGHETTI ITALIAN STYLE

35c. per tin.

GRACED SPAGHETTI

35c. per tin.

LANE, CRAWFORD & CO.

CARRERAS TOBACCOS.

CROMWELL MIXTURE PER 40% TIN 1.50

This is a new Mixture that Carreras have just invented

SIE PHILIP'S MIXTURE 1.50

HANKEYS " " 1.30

MUGGES " " .90

GRAVEN " " 1.00

Crown Tole by Bob Blender, for My Father.

Few remember my father because he belonged to the world of fifty years ago. "Old Bob Blender" was his sobriquet and he enjoyed the confidence of many a distinguished smoker. By instinct a hard judge of tobacco—with a soul for naught else—he was always searching for the perfect blend. At last in 1887, after many years of patient work, he attained his ideal in the superb mixture produced for and named after his illustrious patron, the third Earl of Craven.

Ah! he was a great man, my father. Some day I'll publish his reminiscences.

Bob Blender, Jr.

COLUMBIA
DANCE RECORDS

A5772	ST. LOUIS BLUES	FOX TROT	PRINCE'S BAND
A5794	HESITATION BLUES	ONE STEP	" "
A5817	LADDER OF ROSES	ON THE SHORE AT LEI WI	FOX TROT
A5838	SOUTHERN ROSE	WALTZ	" ORCHESTRA
	WINE, WOMEN & SONG	" "	" "
	MISSOURI WALTZ	" "	" "
	THE WALTZ WE LOVE	" "	" "

The Anderson Music Co., Ltd.,
16, Des Voeux Road.
Tel. 1322.

Powell Ltd.
TELEPHONE 346

GENTLEMEN'S COMPLETE
OUTFITTERS.

THE HOUSE FOR THE BEST
SELECTION OF

SUN HELMETS

SMART AND USEFUL SHAPES,
SUPERIOR IN QUALITY AND FINISH.

NEW ADVERTISEMENTS



NOTICE

LICENCES for VEHICLES and their **DRIVERS** are renewable on June 1st, 1920, as follows—
All Motor Vehicles, Motor Vehicle Drivers, Trucks, Carts, and Vans. Regulations embossed number plates for all Motor vehicles will be ready for issue on the 1st proximo, costing \$2.00 per set. They will be issued with the vehicle licence.
P. R. J. WOODHOUSE,
Captain Superintendent of Police,
Hongkong, June 21st, 1920. [1094]

MINISTERING CHILDREN'S LEAGUE.

MEMBERS are reminded that a **GENERAL MEETING** of the **MINISTERING CHILDREN'S LEAGUE** will be held at Government House **TODAY (TUESDAY)**, at 11 A.M. It is hoped that as many Members as possible will attend.
E. LEWIS,
Hon. Secretary,
Hongkong, June 21st, 1920. [1096]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA"
Arrived Hongkong, on June 20th, 1920.
FROM LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at **THREE RACKS** in the **HONGKONG** and **KOWLOON** Wharves and Godowns. Consignments will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.
All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the goods have left the Godowns.
MACKINNON, MACKENZIE & CO.
Agents,
Hongkong, June 20th, 1920. [1095]

VICTORIA CAFE LIMITED.

TAKE NOTICE that an **EXTRA-ORDINARY MEETING** of the above-named Company will be held at the Company's Office 24A, Des Vaux Road Central, Victoria, in the Colony of Hongkong, at 5 P.M. on **MONDAY, June 22nd**, for the purpose of considering the business affairs of the Company.
Dated this 19th day of June, 1920. [1097]

TO LET.

CORRUGATED IRON GODOWN at Yau-mai.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD. [1040]

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings. 66

FOR SALE.

NEW AND COMPLETE PLANT including **Willy's** Table for crushing and concentrating Crude. Just arrived.
For particulars apply—
CARVALHO & COMPANY,
Machinery Department. [1098]

A. G. DA ROCHA, IS THE AUCTIONEER.

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.
HAVING been favoured with instructions received from The Consignor will sell by Public Auction on **TUESDAY, June 22nd, 1920**, at 2.30 P.M., at his Sales Room, Queen's Road Central,
A SPLENDID COLLECTION OF OLD CHINESE PORCELAINS & CURIOS FROM SEVERAL DYNASTIES.
Comprising—
A Variety of 3 or 5 coloured Vases and Plates, Blue and White Vases, Figures, and Plates, Old Bronzes, Inlaid Bone, Peking cloisonne, Crystals, Agate and Jade-stones, Old Vases, Plates and Ornaments, Engravings, Snuff Bottles, and a long line of Sundries.
The Vendor will give **ONE WEEK** guarantee of the quality for the majority of the goods. (Catalogue will be issued).
Terms—Cash on Delivery. [1092]

PREPAID "WANTED" ADVERTISEMENTS.

On and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of
\$1.00 FOR THREE INSERTIONS
if they do not exceed 25 words in number and are **PREPAID**.
An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.
Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

Letters are lying at this Office for

Boxes L. M. N.

WANTED.

POSITION WANTED as **GENERAL OFFICE ASSISTANT**, Salesman, Correspondent or Interpreter by Experienced Gentleman. Apply to Box J. "Daily Press" Office. [18]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

THE CERTIFICATE No. 1571 for one silver share No. 45 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. BELL & CO., of London, has been **LOST**, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect, and a certificate for the 5 gold shares will be issued in its stead by the Society.
PAUL LAUDER,
for General Manager.
Hongkong, June 10th, 1920. [1090]

Messrs. LAMBERT BROS. are instructed to sell

THE STEAMSHIP "JELANGIE"

Now lying in the Harbour of Hongkong under an Order of the Court

PUBLIC AUCTION

MONDAY.

At 2.30 day of June, 1920, at 3 o'clock P.M. IN ONE LOT

at their Auction Rooms, in Duddell Street.
THE Ship is a British ship registered at Hongkong of 2200 tons Gross, and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.
For particulars, to view apply to Messrs. LAMBERT BROS., the Auctioneers.
Apply to—
Messrs. JOHNSON STOKES & MASTER
Prince's Building,
or to
Messrs. LAMBERT BROS., the Auctioneers,
Duddell Street. [1018]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.
Goods not cleared by the 25th June, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countermanded by JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, June 19th, 1920. [1092]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"KLEPNO"

are hereby notified that the Cargo will be discharged into **WATER** at **WATER**, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 19th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th June will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th July, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, June 18th, 1920. [1088]

INTIMATION

WATSON'S

PRICKLY HEAT

LOTION

AND

PRICKLY HEAT

POWDER

an infallible remedy—immediately relieves the irritation and effects a speedy cure.

MOSCATINE.

A few drops sprinkled on the hands or any exposed part effectually prevents the bites of Mosquitoes and Sand Flies.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

MARRIAGES.

CAIRNS-NICHOLSON.—At Union Church, Hongkong, on June 21st, 1920, **JAMES CAIRNS**, of Elie, Scotland, to **MARGARET CATHERINE NICHOLSON**, of Kinghorn, Scotland. [1007]

ENGELHART-SIMONS.—At Shanghai, on June 12th, 1920, **AUGUSTO CESAR D'ENGELHART** to **MARIE LOURDES SIMONS**.

DEATH.

TOMPKINS.—At Shanghai, on June 14th, **EILEEN**, the beloved wife of **E. TOMPKINS**, aged 56 years.

HONGKONG OFFICE: 104, Des Vaux Rd., C.
LONDON OFFICE: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 22ND, 1920.

CHINA'S FLOURISHING TRADE

Can trade in China really be in a flourishing condition? The man who reads of the protracted political strife which keeps large military forces in the field playing at the game of civil war, and moreover keeps the Government of the country in a chronic state of impotency might well suppose the heading given to this article to be ironical if he is not familiar with actual trade conditions in China. It is surprising, but it is nevertheless true, that the returns of China's trade during the year 1919 showed that the country's foreign trade exceeded all previous records. The annual Review of China's Trade for 1919 by the Statistical Secretary of the

Customs has just been published by the Maritime Customs Administration, and we extract from it the following very interesting and illuminating paragraph:—

"Whatever disappointments she may have suffered politically, however, in the sphere of trade China has no reason to complain of her share of the blessings of peace outside her borders this year. From the Armistice of November 1918, after a period of uncertainty and hesitation the insatiable food hunger of Europe and the demand for raw materials made itself felt imperiously in all her markets. The value of her trade with foreign countries increased by 257 million taels as compared with 1918 and 337 million as compared with 1917. For the first time since statistics were available the value of her exports at the moment of shipment all but balanced that of her imports. Her Customs revenue rose from 38 million taels in 1918 and 44 million to 71.3 million in 1919."

notwithstanding the low rate of exchange—about 1/3 to the pound sterling—at which her **ad valorem** import duties were paid. The persistent demand for her food products and certain of her raw materials, at any price, poured wealth into the pockets of her traders and for the moment has no doubt greatly benefited her farmers and artisans. Stimulated by this silver shower, the legitimate desire of her capitalists and merchants to be less dependent on foreign manufactures has produced a regular boom in industrial enterprise throughout the country."

The tragedy of it is that all the advantages which might have accrued to the general administration of China from this exceptionally prosperous condition of trade have been nullified by the still existing political disorders. The Chinese Government is plunging more heavily into debt every month. Its monthly requirements are stated to be, roughly speaking, sixteen million dollars a month, and the income six, so that the monthly deficit for a long time past has been ten millions. Promiscuous borrowings from Japanese sources have enabled the Chinese Government apparently to meet the most urgent expenditures, but now that recent decisions in connection with the Consortium have practically dried up the sources of the little financial tributaries the Chinese Government is finding itself in a tighter corner than ever before. According to Mr. DAVID FRANK, the Times Correspondent in Peking, the Treasury is empty to a degree never known before, and no money at all is in sight. "The most hardened schemers are at a loss to discover a new source of supply and none can see how the present Government can continue to exist, except by almost totally withholding pay from the troops. The soldiers are tired of getting notes that the shopkeeper will accept only as a fraction of their face value, and demand silver. They are in an ugly temper, as several recent mutinies suggest, and if there is a further distribution in the drab that they have been getting, trouble on a big scale is inevitable, sooner or later." The Government, however, seems to have successfully passed the dangerous rocks of the Dragon Boat Festival Settlement, but until the much-discussed "peace settlement" between North and South is effected, and the country gets rid of the terrible incubus of the present military expenditures, the fear must continue that the Ship of State is drifting steadily towards perils and dangers greater than those it has been able so far to avoid. It is continually being demonstrated that China's strength resides not in the wisdom of her politicians but in the industry and common sense of her business men. It is a hopeful and encouraging sign that, in spite of political chaos, the trade of the country has continued to show such noteworthy development. It is the more remarkable because an extensive boycott of Japanese trade remained in active operation in China throughout the year, and as Mr. UNWIN remarks in his Review, seems likely to continue. The Secretary has a comment on the boycott which is the more noteworthy because of its appearance in a Report of the Chinese Maritime Customs Administration. The boycott, he says, "no doubt considerably injured Japanese trade, at the cost of heavy loss and much injustice to Chinese traders, and has served to engender and keep alive feelings of bitterness and resentment on both sides. In so far as this was the object of its authors, its success is undeniable. But it is not by methods of this kind, which merely add to the prevailing chaos and serve the ends of political schemers, that the effective recognition and preservation of China's 'sovereign rights' can be attained."

One case (one death) of plague was reported in the Colony on Saturday.
Today is the **diamond anniversary** of the Coronation of His Majesty King George V.
The total number of cholera cases reported in Kobe to June 14th was 27 and in Moji 16.
Mr. Robert Everts, the new Belgian Minister to China, arrived in Peking on June 12th.
The President of China, on the 14th inst., received in audience Mr. Kingsley of the New York Chamber of Commerce.
Mr. W. H. Bell, of the Asiatic Petroleum Co., Ltd., returned to the Colony from England on the *Devanah*, accompanied by Mrs. Bell.
The latest Rice report of Messrs. W. G. Hale & Co., Ltd., Saigon, is that the tendency is for a further decline, owing to the absence of any demand whatever.
A blind female musician was knocked down by motor-car No. 292 near the Tai-koo Club. She was removed to hospital, suffering from abrasions all over her body.

His Excellency and Lady Stubbs have moved into residence at Mountain Lodge. The Visitors' Book will be kept at Government House for the convenience of visitors wishing to write their names therein.

An Osaka message, dated June 15th states: Over a hundred cotton-weaving factories have closed down at Sennan, near Osaka. Three thousand workers have been thrown out of employment in consequence.

Mr. and Mrs. Duncan Clark, who have been spending the past few months in the Colony, left yesterday for Hoshigura, the summer resort near Port Arthur, and expect to return in October, for another brief stay in the Colony.

The Kiangnan Dock & Engineering Works, at Shanghai, is rapidly outgrowing its present quarters. It is understood, says the *N. C. Daily News*, that a new dry dock is shortly to be built near the present site at a cost of about \$500,000 to \$600,000.

The Japanese steamer, *Wooling Maru*, whilst going up the Yangtze to Siangtau, was looted from top to bottom and the captain returned to Chungsha with nothing left but the shell. The sub-agent of the Nishin Kisen Kaisha was shot dead during the looting.

The latest list of the Nippon Yusen Kaisha Fleet shows 98 vessels in service, having a total tonnage of 432,932, and eight ships building, seven of them being ships of 7,000 tons, and the remaining one 5,000 tons. Four of the ships building are cargo vessels.

British firms in Tsingtau have formed a Chamber of Commerce. The following firms have become members:—The Asiatic Petroleum Co. (N.C.), Ltd., Butterfield & Swire, Cornaby, Eckford & Co., the Hongkong and Shanghai Bank, and Jardine, Matheson & Co., Ltd.

Capitaine de Vaseau P. de Marguerie, croiseur-entraineur *Desaix*, accompanied by Adjutant de Division F. Genet and M. G. Hanchecorne, Consul-General for France, called at Government House yesterday morning and were received by His Excellency. His Excellency later in the morning returned the call on board the *Desaix*.

There was no quorum in the House of Representatives at Peking on June 14th when an important bill came up, the text of which has not been published, but is understood to deal with the abolition of foreign post offices in China as well as with postal affairs generally for submission to the forthcoming International Postal Conference at Madrid.

During the absence of the British Minister from Peking, Mr. R. H. Clive, chief of the Far Eastern Department of the Foreign Office in London, will be in charge of the Legation as *Chargé d'Affaires*. Mr. Clive has had long diplomatic experience in the embassies in Rome, Tokio, Cairo, Bern, and Stockholm, having acted in the latter two as *Chargé d'Affaires*. He is expected to arrive in Peking this month.

In his despatch to the House of Representatives at Peking the other day, the President submitted the names of three candidates for the posts of Chinese Ministers abroad to the House for sanction. These candidates are: Messrs. Shen Jui-lin, for the post of Chinese Minister to Sweden and concurrently Minister to Norway, Liu Chung-chi, as Minister to Spain and concurrently Minister to Portugal and Wang Chi-tseng, Minister to Mexico and concurrently Minister to Cuba.

His Excellency the Governor gave a dinner party at Government House on Friday evening. The guests present were: Commodore W. Bowden Smith C.B.E., R.N., Mrs. Bowden Smith, His Honour Mr. Justice Gompertz and Mrs. Gompertz, Col. and Mrs. J. R. Young, Miss Young, Hon. Mr. A. G. M. Fletcher, C.B.E., Hon. Mr. J. H. Kemp, C.B.E., Hon. Mr. D. W. Trautman, Hon. Mr. E. R. Halifax, O.B.E., Hon. Mr. E. H. Sharp, O.B.E., Hon. Mr. P. H. Holyoak, Captain P. Withers, R.N., H.M.S. *Colombo*, Pay-Lt. Com. E. H. Stern, R.N.

ARMED MAN ARRESTED ON STEAMER.

TWO AUTOMATIC PISTOLS IN HIS POSSESSION.

A Chinese, arrested on board the *Sui Ja*, was found to be in possession of two automatic pistols. He was charged at the Magistracy yesterday, and was fined \$20. His defence was that he was ignorant of the regulations of the Colony.

ARMED ROBBERY IN A BOAT VICTIM ESCAPES BY JUMPING INTO THE SEA.

A harbour hawkler met with a very unpleasant experience on Saturday night. He was in his boat, lying off Jardine's wharf, when another boat drew alongside. There were four men in the boat and they clambered on to the hawkler's craft. They produced knives and threatening to do bodily harm to the hawkler if he called out, they robbed him of \$81. They then ordered the hawkler to take them to the China Merchant's wharf and he obeyed, the robbers' boat accompanying him. Here, when he tried to get ashore, he was detained, but he managed to jump into the sea and was rescued, later, by some boatmen. He reported the matter to the Police, but so far no arrests have been made.

FIVE BOYS KIDNAPPED.

GIVEN DRUGGED TEA TO DRINK.

TWO SOLD AT NAM TAU.

An interesting story was related at the Magistracy, yesterday afternoon, of how a number of children were kidnapped, for the purpose of sale after being given tea to drink by a man, who was charged with kidnapping three boys, and with detaining two boys for ransom.

Mr. A. el Arculli appeared for the defence.

At the preliminary hearing one boy, who was believed to have acted as a decoy was also charged, but he was subsequently released and was used as a witness for the Crown. Through his efforts the Police managed to trace another boy, reported missing, who was sold at Nam Tau.

One of the boys said that on June 5th he was playing outside a theatre with two other boys when defendant came up to them and invited them into the theatre. After the show he gave them 90 cents and told them to meet him at a tea-house in Kowloon. They did so and were given some tea. They drank it and a few minutes later, felt dizzy. The next thing they knew was that they were aboard a steam launch bound for Nam Tau. They were told by defendant, to tell anyone who made enquiries that they were bound for the country in search of their relatives.

Another boy stated that he and a friend were sold at Nam Tau for \$50 and were badly treated.
After similar evidence had been given by others, Mr. Arculli said there was no evidence whatever that the boys had been taken away either by force or fraud.

Mr. Smith said he had not the slightest doubt that the boys were being taken to the country to be sold. He committed defendant to stand his trial at the next Criminal Sessions.

THE HANKOW RACE CLUB FRAUDS.

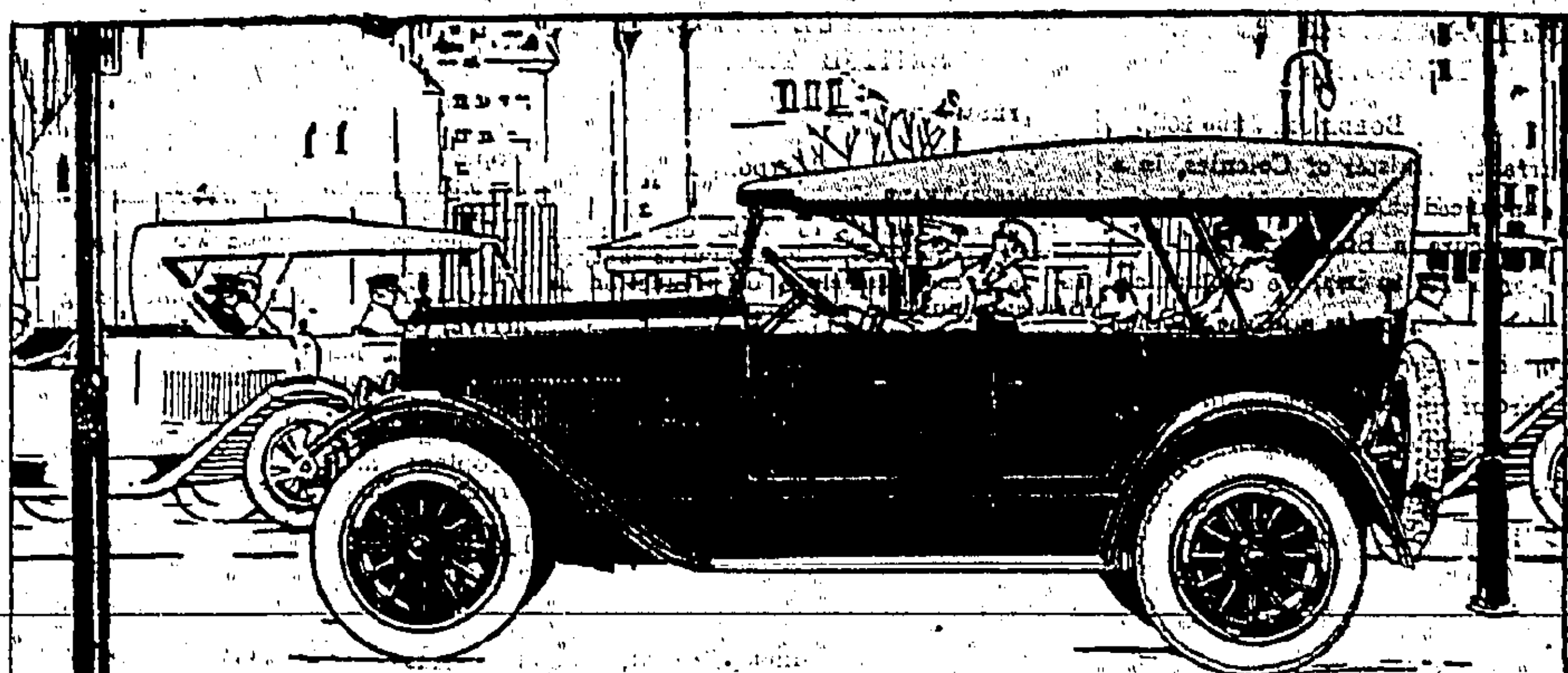
THE COMMENTS OF THE JUDGE.

We have already briefly reported that Dr. N. Haigh, who was recently appointed Secretary of the Hankow Race Club, was sentenced to three months' hard labour for forging certain cash sweep prize tickets. Mr. C. A. Kizke, Acting Provincial Judge, in pronouncing the sentence of the Court, said:—

"You came to Hankow with letters of introduction from various persons witnessing to your integrity of character, to your uprightness in business and to your reliability. On the strength of these letters and of your education and past record you were placed in a post of trust, and you have flagrantly abused that trust. You, whose acts should have formed an example of honesty to all the employees of the Club, have made your own name and the names of your countrymen a by-word among them. It has been urged that your offence was committed in a moment of weakness. I cannot agree that was the case. On the contrary, your acts show deliberation and forethought. Attention has been drawn to your 'straitened financial circumstances' and to the fact that you have a wife and child to keep at home. But your post at the Race Club was a well-paid post, and however badly-off you might have been in the past, you had the prospect of being able to save money and to remit home funds for the maintenance of your family, who were not in immediate actual want. The most that can be said in extenuation of your offence is that your past record is a good one; that you have behaved bravely in certain dangerous circumstances; that you have served your country in the war, that you have made no attempt to deny the charges brought against you; and that you have made full restitution. It is only your good record and your war services that have influenced the Court in abstaining from inflicting a severe sentence upon you."

The Judge was assisted in the hearing of the case by two Assessors—Messrs. Lanning and Cooper.

The present financial situation gives the lie to the old adage that exchange is no robbery. *London Opinion*.



KING EIGHT CYLINDER AUTOMOBILES

This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.

Four body models.

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY, Export Department, 152-154 West 72nd Street, NEW YORK, U. S. A.



COCAINE CULTIVATION IN FORMOSA.

OVER 500 ACRES PLANTED.

The Taiwan Shimbun (Formosa) recently published an article on the cultivation of cocaine in Formosa. A Peking dispatch gives the following translation of the article, from which it will be seen that Japan seems determined to keep up her reputation for the supply of deleterious drugs. The reference to the fine field for the sale of the drug in China is significant:—

At first when the importation of cocaine was cut off during the war it was very generally remarked that Formosa was suited for the preparation of the areas from which cocaine is derived, and that enormous profits could be got from planting the trees and manufacturing the cocaine.

Later, there were a great many in different parts of the island who planted trees by way of experiment, but as in the majority of cases it was nothing more than an experiment, only a nominally successful result was obtained. It was not definitely shown whether it could be carried on as a business with the certainty of profits.

The Tainan branch of the Abe Shoten, however, having applied for and obtained a permit for the purchase of about 720 acres in Chikushi-Mon, Kagi Prefecture, planted over 150 acres about two or three years ago. During the past year 380 additional acres have been planted and the manufacture of cocaine has commenced.

The result has been better than anticipated. A yield of about 45 pounds of cocaine is obtained from the leaves of the trees on one acre of land. Formerly Germany had a monopoly of the manufacture, and supplies were entirely stopped. The price rose accordingly to more than \$150 a pound. And there still will be no decline from this price until the productive capacity of Germany is restored.

Since the use of opium was forbidden in China, an inclination has developed to substitute cocaine for it, so that the prospects for cocaine will henceforward be all the brighter. As an industry for Formosa it is evidently one that will be extremely profitable. At any rate, it is considered a matter for congratulation that Formosa has this year for the first time obtained a yield of 45 pounds of cocaine to the acre.

HOUSE OF LORDS AS BUSINESS PREMISES.

REVELATIONS IN FRAUD CHARGE.

Mr. Justice Darling expressed surprise at the Old Bailey, London, during the hearing of a case recently at the statement by counsel that the House of Lords had been used as business premises by the men in the conspiracy case, who were charged with obtaining £10,000 by false pretences. The accused were Charles Hense, 34, William Chant, 61, and Joseph Fletcher, 61.

Counsel said that Hense and Fletcher had represented that they had contracted with the Government to purchase 500,000 yards of gabardine, for which a deposit of £10,000 had been paid. They engaged to recall the clothing to an East End woolen merchant, and obtained from him two sums of £5,000. As a matter of fact, said counsel, they never had any such contract with the Government, and no cloth was delivered.

Hense had no business premises, but he selected the House of Lords, the advantage being, said counsel, that he had no rent to pay, whilst another possible advantage was that no references were required. (Laughter.) People attended there to transact business with him, and he also took his meals there. He was to be found in the bar, in the dining room and in the smoking room, and he made himself quite at home. (Laughter.)

Mr. Justice Darling: What! In the House of Lords!

Counsel: Yes, and in the House of Commons.

Counsel went on to say that Hense helped himself liberally to the notepaper in the House of Lords, and he also used the notepaper of the House of Commons. Fletcher was also to be found frequently in the House of Lords. Chant was a solicitor's clerk, but for the purposes of that case the other defendants promoted him to be a solicitor. On one occasion he entertained visitors to luncheon.

Mr. Justice Darling: Do you mean that they took anyone into the House of Lords luncheon room, gave them lunch and paid for it?

Counsel: It was news to me before this case.

Mr. Justice Darling: Is it in accordance with the rules?

Mr. Thora Drury, E.C., for Hense, said his client happened to know the treasurer and had luncheon in his room.

A letter written by Hense was produced, and Mr. Justice Darling exclaimed: "There it is. House of Lords notepaper. I think I saw in the papers to-day the enormous vote for stationery. I forget how many millions it was. It is not surprising if this is the way business is done."

Lloyd's is arranging, it is reported, to establish a corporation in Japan to facilitate the classification of newly built ships, surveying, and all other matters connected with merchantmen. Except where Lloyd's corporations are established, such matters are handled by the head office in London through its agents, and this means considerable inconvenience to the shipbuilders in places where such corporations are not-existent. In fact, this inconvenience was responsible for the recent arrangements made by the leading ship-building concerns in Japan to establish a corporation there under special understanding with the British Corporation of Glasgow, which is a rival of Lloyd's.

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS.
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.

THORNYCROFT MOTOR VEHICLES.

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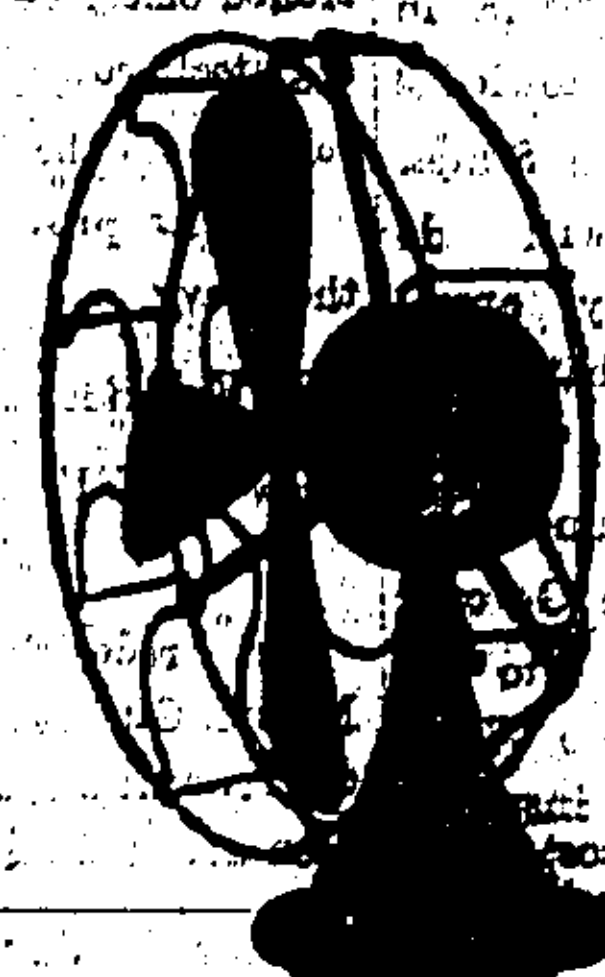
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Frame Oscillating Desk and Bracket Fans in Stock.



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IN Manufacture the most Important Point is Improvement, and in Domestic Cleanliness Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method is a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant, and Compares most favourably with other Oils used for Culinary purposes there is no residue.

Prices are moderate so as to induce new business.
Analysis is always given before Shipment to Foreign Countries.

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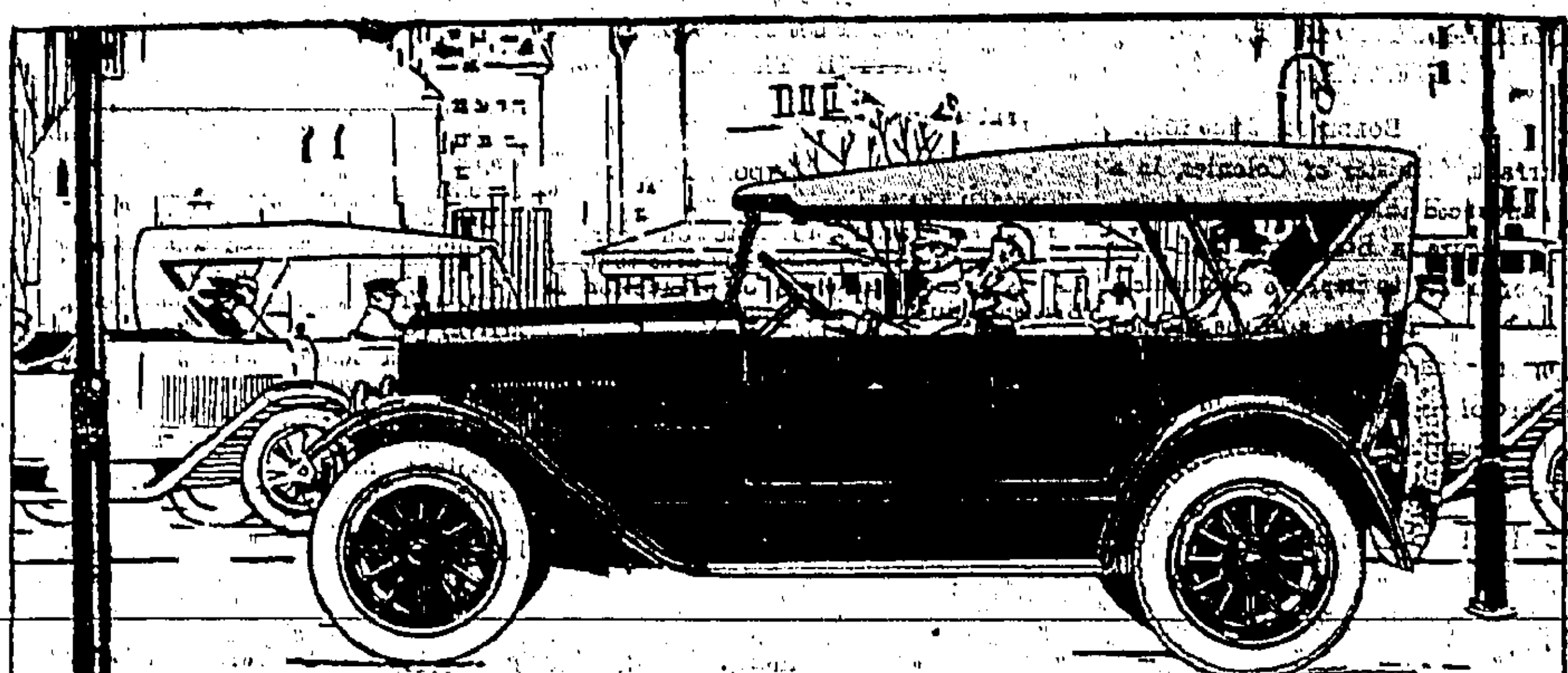
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This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.

Four body models.

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY, Export Department, 152-154 West 72nd Street, NEW YORK, U. S. A.



COCAINE CULTIVATION IN FORMOSA.

OVER 500 ACRES PLANTED.

The Taiwan Shimbun (Formosa) recently published an article on the cultivation of cocaine in Formosa. A Peking dispatch gives the following translation of the article, from which it will be seen that Japan seems determined to keep up her reputation for the supply of deleterious drugs. The reference to the fine field for the sale of the drug in China is significant.

At first when the importation of cocaine was cut off during the war it was very generally remarked that Formosa was suited for the preparation of the trees from which cocaine is derived, and that enormous profits could be got from planting the trees and manufacturing the cocaine.

Later, there were a great many in different parts of the island who planted trees by way of experiment, but as in the majority of cases it was nothing more than an experiment, only a nominally successful result was obtained. It was not definitely shown whether it could be carried on as a business with the certainty of profits.

The Taiwan branch of the Abe Shoten, however, having applied for and obtained a permit for the purchase of about 720 acres in Chikushi-Mon, Kagi Prefecture, planted over 150 acres about two or three years ago. During the past year 380 additional acres have been planted and the manufacture of cocaine has commenced.

The result has been better than anticipated. A yield of about 42 pounds of cocaine is obtained from the leaves of the trees on one acre of land. Formerly Germany had a monopoly of the manufacture, and supplies were entirely stopped. The price rose accordingly to more than \$150 a pound. And there still will be no decline from this price until the productive capacity of Germany is restored.

Since the use of opium was forbidden in China, an inclination has developed to substitute cocaine for it, so that the prospects for cocaine will henceforward be all the brighter. As an industry for Formosa it is evidently one that will be extremely profitable. At any rate, it is considered a matter for congratulation that Formosa has this year for the first time obtained a yield of 42 pounds of cocaine to the acre.

HOUSE OF LORDS AS BUSINESS PREMISES.

REVELATIONS IN FRAUD CHARGE.

Mr. Justice Darling expressed surprise at the Old Bailey, London, during the hearing of a case recently at the statement by counsel that the House of Lords had been used as business premises by the men in the conspiracy case, who were charged with obtaining £10,000 by false pretences. The accused were Charles Hease, 34, William Chant, 51, and Joseph Fletcher, 61.

Counsel said that Hease and Fletcher had represented that they had contracted with the Government to purchase 300,000 yards of gabardine, for which a deposit of £10,000 had been paid. They engaged to sell the clothing to an East End woollen merchant, and obtained from him two sums of £5,000. As a matter of fact, said counsel, they never had any such contract with the Government, and no cloth was delivered.

Hease had no business premises, but he selected the House of Lords, the advantage being, said counsel, that he had no rent to pay, whilst another possible advantage was that no references were required. (Laughter.) People attended there to transact business with him, and he also took his meals there. He was to be found in the bar, in the dining-room and in the smoking-room, and he made himself quite at home. (Laughter.)

Mr. Justice Darling: What! In the House of Lords!

Counsel: Yes, and in the House of Commons.

Counsel went on to say that Hease helped himself liberally to the newspaper in the House of Lords, and he also used the newspaper of the House of Commons. Fletcher was also to be found frequently in the House of Lords. Chant was a solicitor's clerk, but for the purposes of that case the other defendants promoted him to be a solicitor. On one occasion he entertained visitors to luncheon.

Mr. Justice Darling: Do you mean that they took anyone into the House of Lords luncheon room, gave them lunch and paid for it?

Counsel: It was news to me before this case.

Mr. Justice Darling: Is it in accordance with the rules?

Mr. Thorn Drury, K.C., for Hease, said his client happened to know the treasurer and had luncheon in his room.

A letter written by Hease was produced, and Mr. Justice Darling exclaimed, "There it is. House of Lords newspaper. I think I saw in the papers to-day the enormous vote for stationery. I forget how many millions it was. It is not surprising if this is the way business is done."

Lloyd's is arranging, it is reported, to establish a corporation in Japan, to facilitate the classification of newly-built ships, surveying, and all other matters connected with merchantmen. Except where Lloyd's corporations are established, such matters are handled by the head office in London through its agents, and this means considerable inconvenience to the shipbuilders in place where such corporations are not-existent. In fact, this inconvenience was responsible for the recent arrangements made by the leading shipbuilding concerns in Japan to establish a corporation there under special understanding with the British Corporation, of Glasgow, which is a rival of Lloyd's.

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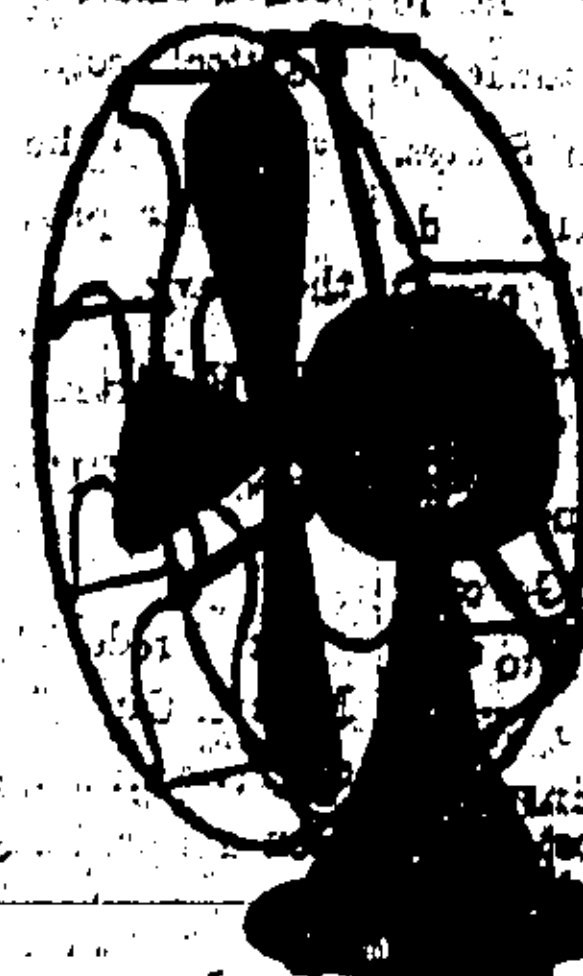
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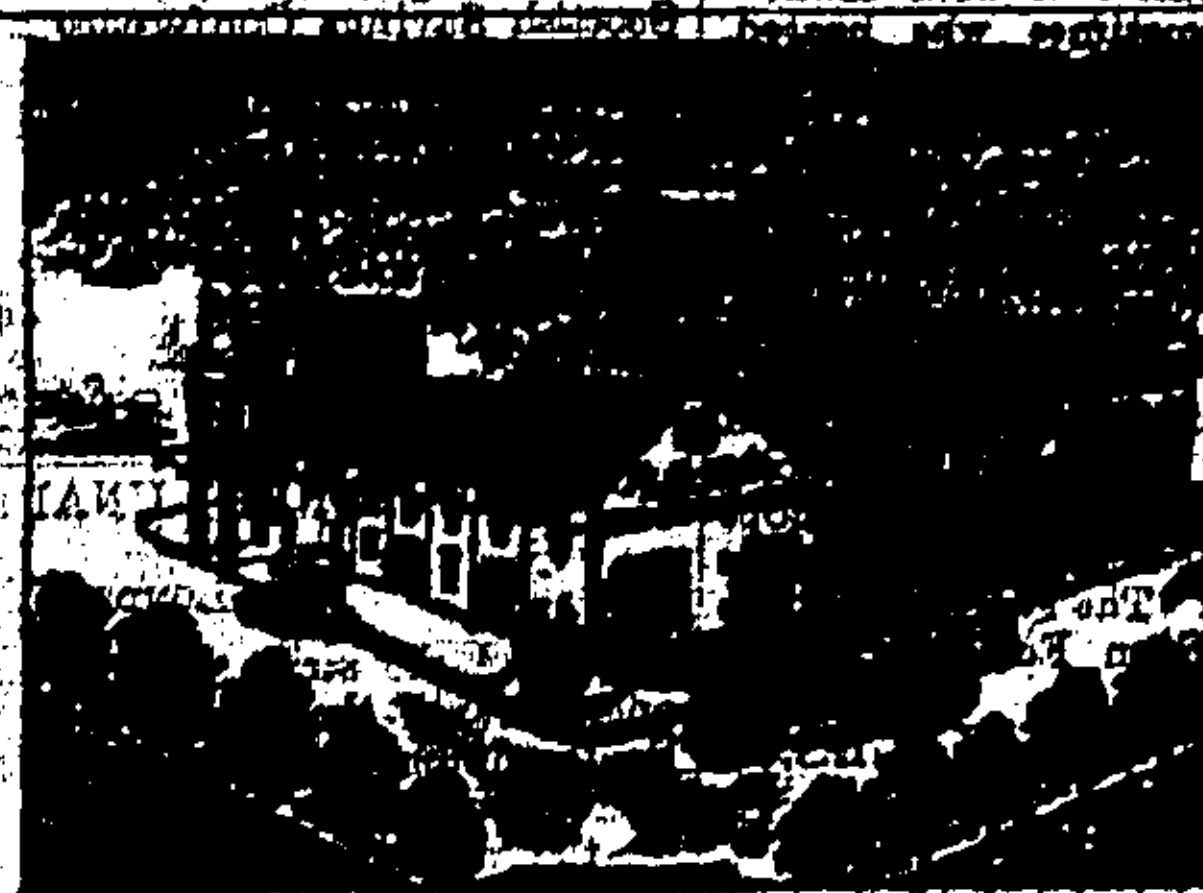
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Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and compares most favourably with other Oils used for Culinary purposes: there is no residue.

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THEATRE ROYAL.
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An Extra and Final Farewell Performance will be given on Wednesday next, June 23rd, when Miss

MARIE TEMPEST

Mr. Graham Browne and the entire Tempest Company will present

W. Somerset Maugham's Comedy

MRS. DOT

Positively Last Performance.

PLAN AT MOUTRIE'S.

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FOR A SHORT SEASON ONLY.

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OVERSEAS VISITORS IN GREAT BRITAIN.
AN INTERNATIONAL HOSPITALITY LEAGUE.

A discussion has been going on in the English Press with regard to the presumed shortage of accommodation in hotels and boarding-houses for the large influx of overseas visitors expected in England during the present year. This has led to a Conference under the chairmanship of Sir Harry Brittain, M.P., at the House of Commons, with representatives of the British Empire Union, Pilgrims Club, Sulgrave Institute, Royal Colonial Institute, English Speaking Union, British Empire League, Middle Classes Union, Anglo-American Society, Red Triangle Hospitality League, Empire Parliamentary Association, Overseas Club, and Patriotic League. Southern Cross, Information Bureau, American Universities Union, Incorporated Association of Hotels and Restaurants, Residential Hotel-keepers and Caterers Association.

It was pointed out that such a unique opportunity for international hospitality must not be missed if the good feeling aroused by common effort and common service during the war was to be cemented, and overseas guests spared the weary pilgrimage which has been the fate of so many visitors when searching for rooms. It was felt that there was no question but that overseas visitors would be able to pay adequately for the hospitality required, and that many very anxious to come, intent on combining business with pleasure, so that substantial reasons existed to enforce the natural desire that Britain's guests should receive a fitting welcome. As a result of several conferences, the International Hospitality League was asked to associate themselves with and act for the whole of these bodies in establishing a Central Bureau to provide accommodation in hotels, boarding-houses or private homes, for the total number of visitors from overseas it is possible for the shipping companies to bring to the Old Country.

The steps that have already been taken and the reception accorded the idea both by Press and public make it possible to announce that there will be no lack of accommodation for any intending visitors to the British Isles that the shipping companies have no hesitation on the part of such visitors in booking their passages, and all reports as to the lack of a sufficient food supply or of accommodation should be ignored.

The Overseas Visitors' Bureau has secured a large section of the famous Beaver-Hut in the Strand, where in addition to a large Information Office, a spacious lounge with reading and writing facilities will be provided for overseas visitors, and where it will be possible to fix up accommodation in any part of the country and make arrangements for tours, etc. In addition, all the Kiosks and Information Bureaux of the Hospitality League in London and the provincial cities are being linked up with the Central Bureau and the whole of their resources placed at the disposal of overseas visitors. Arrangements are being made for visitors travelling privately and landing at British ports to be met on arrival by representatives of the Bureau, who will telegraph their requirements to London, so that visitors arriving at the terminal stations will be at once provided with the accommodation needed and given the necessary help to reach their destinations. All intending visitors should, however, write direct to the Bureau Manager of the Bureau, giving the name of their ship and the approximate date of arrival together with the accommodation required and any other necessary particulars. In this way delay will be avoided and the best arrangements ensured.

THE MURDER IN A NEW YORK CHURCH.

Fuller reports of the sensational tragedy during the service at St. George's Episcopal Church, New York, a building endowed by Mr. Pierpont Morgan are now to hand.

The preacher, Dr. Relland, chose as his text "Ignorance of God, through a darkened understanding and blindness of heart," and in the sermon observed, "We know very little, frequently of how oppressed and lonely someone sitting beside us may be. Later, while Dr. James Markoe, a prominent medical man, was taking the collection, an escaped lunatic named Simpkin shot him dead with a pistol through the head, wounding another usher in the cheek."

Simpkin was pursued by church officials across Stuyvesant Park, and only captured after trying to use the pistol in his pocket, burning his clothes and wounding a third man in the leg. The congregation behaved calmly. Dr. Markoe's last words were, "I'm all right." Simpkin is a Canadian deserter, and brought his wife, whose maiden name was Shelley, from London seven years ago. He has been operated on three times for cancer, and is altogether a deplorable case. In the course of a conversation with the police Simpkin quoted the words of the preacher's text given above, and said he resented the fact that no one spoke to him. He was born in London in 1878. His mind became affected through the study of spiritualism.

The murderer is said to have deterred before seen Dr. Markoe (who, according to another report, was Mr. Pierpont Morgan's personal physician), and had never before been inside St. George's Church.

When the doctor reached the pew where Simpkin was sitting the latter whipped out the pistol and fired, the bullet striking Dr. Markoe over his right eye. Dr. Markoe collapsed in the aisle, screaming. He was placed in a motor-car and rushed to the hospital, but he was dead when the car arrived.

JAPANESE DIPLOMATIC APPOINTMENTS.

It was definitely decided at the Japanese Cabinet Council, on the 1st instant, that Viscount Ishii, formerly Ambassador to the United States, should be appointed to the Ambassadorship to France. It is also reported, says the Japan Chronicle, that Dr. Adachi, the Japanese Minister to Belgium, will be promoted to the Ambassadorship to Italy.

PIMPLES ITCHED NIGHT AND DAY

On Face For Nearly Three Years. Cuticura Heals.

"For nearly three years I suffered from a blemished skin. My face was a mass of pimples and spots, and I was ashamed to go out on the street. It itched night and day, and it made me feel depressed and uncomfortable. I saw Cuticura Soap and Ointment advertised. I thought I would give them a trial with the result that I have clear skin and lovely complexion. I am pleased." (Signed) Mrs. W. Newell, 40, Pandemonium Lane, Bournemouth Rd., London, E.C., England.

Use Cuticura Soap and Ointment for all itchy skin. Soap to cleanse, Ointment to heal.

Singles, Ointment 1s. 3d. and 2s. 6d. Sold everywhere. For sample with free advice, send 4 stamps to The Cuticura Soap Co., Ltd., London. Also for mail orders with 10p. Cuticura Soap shaves without razor.

THE MENAGE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace for which, most undoubtedly, do not therefore dismiss a stomach ailment with the words, "It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past—to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—bloating, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

BEECHAM'S PILLS.

Sold in boxes, 1s. 6d. and 2s. 6d. 1/6 (56 pills) and 2/6 (112 pills).

Always specify KELWAY'S SEEDS.

There is a reputation of 70 years behind the name.

IMPROVED (Farm root) SEEDS.

All your seedlings to 1/2 lb. on 1s. and we will fill at lowest current prices either prompt attention and despatch.

Send order with 10p. stamp.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILING: SUBJECT TO ALTERATION

SHANGHAI SINGAPORE & CALCUTTA	"HOPKINS" Thurs. 24th June, 11 a.m.
KORE	"NAMSANG" Thurs. 24th June, 3 p.m.
TIENSIN VIA WEIHAIWEI	"YATSHING" Thurs. 24th June, 5 p.m.
SHANGHAI	"CHEONGSHING" Fri. 25th June, 11 a.m.
STRAITS & CALCUTTA	"LOONGSHING" Fri. 25th June, 3 p.m.
	"TUNGSHING" Sat. 26th June, 11 a.m.
	"KWANGSANG" Tues. 29th June, 3 p.m.

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SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bill of Lading for Kudat, Jesselton, Labuan, Lawas and Lahad Datta.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG"

will be despatched on or about June 24th, for SINGAPORE & CALCUTTA.

S.S. "KWANGSANG"

will be despatched on or about June 29th, for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM and MADRAS.

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"GLENLYLE"	30th June	
"GLENTARA"	12th July	
"GLENNAMOY"	15th July	
"GLENSANDA"	28th July	

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"CARMARTHENSHIRE"	2nd July	LONDON & ANTWERP
"GLENLYLE"	26th July	GENOA, LONDON & ANTWERP

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The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

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SHIPPING NEWS

ARRIVALS.

June 20th.
Euph. British str., 1,205 tons, Capt. Pennefather, from Canton, in ballast.—D. & S.
Jade. French str., 330 tons, Capt. Corneliussen, from Haiphong, with a general cargo. Kai Yue.
Ningpo. British str., 1,221 tons, Capt. Fraser, from Manila, with a general cargo.—B. & S.

June 21st.

Chekiang. Chinese str., 535 tons, Captain Tall, from Swatow, with a general cargo.—E. W. & Co.
Kaiping. French str., 177 tons, Capt. Panier, from Haiphong and Hobei, with a general cargo.—Seng Kee.
Leung Choo. British str., 1,231 tons, Capt. Hooker, from Hongkong, with a cargo of coal.—B. & S.
Loong Sang. British str., 1,003 tons, Capt. Simpson, from Manila, with a general cargo.—J. M. & Co.

Perma. Inter-Allied str., 3,909 tons, Capt. Grimme, from Trieste and Hobei, with a general cargo.—Dodwell & Co.
Pheumpeh. British str., 1,065 tons, Capt. Hamilton, from Saigon, with a cargo of rice.—Wo Fat Shing.
Prosper. Norwegian str., 1,278 tons, Capt. Olsen, from Saigon, with a cargo of rice.—Yiu Chong.

Kuiper. British str., 785 tons, Captain Copeland, from Singapore, with a general cargo.—Nemaze.
Sui Fung. British str., 1,845 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.
Taiwan Wan Yi. British str., 1,870 tons, Martin, from Panourukin, with a cargo of sugar.—B. & S.

Tsengchi. Japanese str., 4,284 tons, Capt. Takano, from Shanghai, with a general cargo.—N. Y. K.
Yei Maru. Japanese str., 1,624 tons, Capt. Nishikawa, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

CLEARANCES.

June 19th.

Chenau. for Shanghai.
Drifur. for Haiphong.
Haure Maru. for Hamburg.
Hirado Maru. for Keelung.
Kong Wan I. for Rangoon.
Yoka. for Singapore.
King Hong. for Shanmi.
Kam Wan. for Hobei.
Petroleum. for Weibaiwei.
Sui Fung. for Canton.
Sunatru. for Shanghai.
Tseng Maru. for Bombay.
Tomashima Maru. for Hongkong.
Tsopoko Maru. for New York.
Wa Sun. for Kwong Chow Wai.
Wing Sang. for Manila.
Tsuanan. for Shanghai.

June 20th.

Awakusa Maru. for Keelung.
Kirin Maru. for Kobe.
Sui Fung. for Canton.
Chinhan. for Swatow.
Devasha. for Yokohama.
E. Sang. for Shanghai.
Georgy. for Shanghai.
Haitan. for Singapore.
Hop Sang. for Canton.
Isonium. for Seattle.
Kamai Maru. for Keelung.
Knei Chou. for Tientsin.
Naichou. for Canton.
Sui Fung. for Shanghai.
Tymnaok. for Yokohama.
Tsuzuka Maru. for Hamburg.

June 21st.

Chinhan. for Swatow.
Devasha. for Yokohama.
E. Sang. for Shanghai.
Georgy. for Shanghai.
Haitan. for Singapore.
Hop Sang. for Canton.
Isonium. for Seattle.
Kamai Maru. for Keelung.
Knei Chou. for Tientsin.
Naichou. for Canton.
Sui Fung. for Shanghai.
Tymnaok. for Yokohama.
Tsuzuka Maru. for Hamburg.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Shanghai on June 20th, and left there June 22nd, a.m. She is due at Manila on June 24th, a.m.

The C.P.O.S. s.s. *Mattawa* arrived at Singapore on June 18th, a.m., and left there June 19th, p.m., and is due at Hongkong on June 24th, p.m.

The Ellerman line s.s. *Savari* left Rotterdam for Hongkong and Singapore on June 19th, and is expected to arrive here about July 22nd.

The s.s. *Tena* left Shanghai on June 19th, and is due in Hongkong, via Swatow, on June 23rd.

The s.s. *Depew* (Blue Funnel line) left Singapore for Hongkong in the 19th inst. via Manila.

NIPPON YUSEN KAISHA.

The Directors in submitting to shareholders a statement of the assets and liabilities of the Company for the term ending the 31st March, 1920, state:—

The net profits, after providing for the depreciation of the fleet, insurance and ship structural repair funds, amount to Y. 3,038,931.80, including Y. 3,031,965.27 brought forward from the last account.

The Directors now propose that this surplus be appropriated as follows:—

Legal reserve fund Y. 850,000.00

Fund for extension of services and improvement of fleet 2,700,000.00

Special reserve for depreciation of steamers to be built and purchased 1,400,000.00

Directors' and auditors' fees 404,000.00

Dividend (10 per cent. per annum) 2,900,000.00

Extra dividend (50 per cent. per annum) 8,700,000.00

Y. 17,014,000.00

leaving a balance of Y. 3,044,331.80 to be carried forward to the next account.

VESSELS EXPECTED.

Alita Maru (Hamburg line), from Rotterdam, due July 9th.

Alcornoque, due July 3rd.

Alita Maru, from London, due June 20th.

Bellerophon, due July 13th.

Demodocus, due June 27th.

Durban Maru (Hamburg line), eastward bound, expected June 23rd.

Empress of Russia, from Vancouver, due June 24th.

India Maru (European line), from Japan, expected June 25th.

Katori Maru (American line), due June 24th.

Kiyo Maru, from Valparaiso, other South American ports and San Francisco, due June 29th.

Laomedon, due June 26th.

Mattawa, due June 24th.

Methen, from Vancouver, due June 25th.

Nagasaki Maru, from Calcutta, due June 30th.

Nikko Maru, from Sydney, due June 21st.

Penang Maru (Liverpool line), eastward bound, expected June 24th.

Perma Maru, from San Francisco, due June 25th.

Tango Maru (Australian line), from Japan, expected June 23rd.

Verhuysen, due June 26th.

Thesau, due June 24th.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1919.

With Index, Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

CP O S

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

From Hongkong to Vancouver

Empress of Russia, July 1 July 19

Empress of Japan, July 20 Aug. 10

Empress of Asia, July 28 Aug. 18

Montesale, Aug. 12 Sept. 5

Empress of Russia, Aug. 28 Sept. 13

Empress of Japan, Sept. 14 Oct. 5

Empress of Asia, Sept. 23 Oct. 11

Montesale, Oct. 21 Nov. 8

Empress of Japan, Nov. 9 Nov. 30

Empress of Asia, Nov. 18 Dec. 6

Empress of Russia, Dec. 16 Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to the departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic re-arrangements can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such re-arrangements.

For any other information please apply to HONGKONG OFFICE.

Telephone 725. Cable address: CANPAC.

CANADIAN PACIFIC OCEAN SERVICES.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal

S.S. "LOWTHER CASTLE" about end of July

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

S.S. "PILSNA" on or about 11th July.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading to LEVANT, BLACK SEA & DANUBE

S.S. "PILSNA"

On or about 15th August

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "RIKUN MARU" On or about 27th June.

For JAVA S.S. "HOKUTO MARU" On or about 27th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CALCUTTA

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Agents.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers "ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Cienfuegos and South American ports.

For further information apply to:—

PACIFIC MAIL S.S. CO.

Hotel Mandarins, Cable Address "PACIFIC."

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (calling Manila & Keelung) Wednesday, 30th June, at 11 a.m.

KATORI MARU (calling Manila) Saturday, 4th July, at 11 a.m.

TOYOHASHI MARU (calling Manila & Keelung) Sunday, 15th Aug., at 11 a.m.

KASHIMA MARU (calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

INABA MARU ... Saturday, 26th June, at Noon.

KAMO MARU ... Friday, 2nd July, at Noon.

IYO MARU ... Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Thursday, 24th June, at 11 a.m.

NIKKO MARU ... Wednesday, 31st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muro, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU ... Monday, 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 22nd June, at 11 a.m.

AKI MARU ... Wednesday, 31st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

DURBAN MARU ... Thursday, 24th June

PENANG MARU ... Friday, 25th June

ATSUTA MARU ... Thursday, 1st July, at 11 a.m.

For further information apply to:—NIPPON YUSEN KAISHA.

Telephone Nos. 223 & 224. S. YASUDA, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONE

3477 & 3478

AGENTS

67th Floor

HONG KONG

202

CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C., VIA

SHANGHAI, NAGASAKI, KOBE &

YOKOHAMA.

S.S. "MATTAWA"

will sail from Hongkong on or about the 26th June.

Through Bills of Lading issued to Canadian and U.S.

overland points.

For Freight apply to:—

P. A. COX,

Acting General Agent.

C.P.O.S. LTD.

1064

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to:—

SHEWAN TOMES & CO.,

Agents.

140

THE CHINA & AUSTRALIA S.S. CO.

FOR (MELBOURNE & SYDNEY) VIA (MANILA, SANDAKAN & QUEENSLAND PORTS)

"GABO" (Cargo only) ... July 2nd.

"HWAH PING" ... July 4th.

"VICTORIA" ...

For Passage and Freight apply to:—

THE CHINA & AUSTRALIA S.S. CO.

Agents.

112 Connaught Road Central

HOTELS IN JAPAN & MANCHURIA

JAPAN HOTEL ASSOCIATION.

IN JAPAN PROPER

Choshi (Hokkaido) Hotel

Kamada Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

Kanagawa Hotel

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG — "KATHLAMBA" — 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,

or to REISS & Co., CANTON.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 22nd June, 10 A.M.
SWATOW and BANGKOK	"CHINEHUA"	On 22nd June, 11 A.M.
MANILA & ILOILO	"HUPEH"	On 22nd June, 4 P.M.
SWATOW and SINGAPORE	"KANCHOW"	On 24th June, 11 A.M.
SHANGHAI	"SINKIANG"	On 24th June, Noon.
SHANGHAI and TSINGTAO	"TEAN"	On 26th June, 4 P.M.
WUHAIR, CHEFOO, & TIENTSIN	"HUICHOW"	On 27th June, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE 35.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING"	—	Capt. A. B. Stewart	TUESDAY, 22nd June, at 3 P.M.
"HAILONG"	—	Capt. J. S. Thomson	FRIDAY, 25th June, at 2 P.M.
"HAIKONG"	—	Capt. W. G. Fawcett	TUESDAY, 29th June, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"DEUCALION" — via Suez — 6th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE — on THE BANK LINE, LTD. HONGKONG.
HONGKONG AND CANTON REISS & CO.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	29th June	MARSHALLS, LONDON & ANTWERP.
"DEVANHA"	8,100	17th July	Do.
"KALYAN"	9,000	10th Aug.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"MADRAS" | 7,000 | 4th July. | (Straits, Rangoon & Calcutta)

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	29th July	For Melbourne, via Sandakan
"EASTERN"	4,000	18th Aug.	Thursday Island, Cairns Townsville, Brisbane & Sydney

SAILINGS TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	29th June	Kobe direct.
"DILWABA"	5,400	6th July	Shanghai Only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by E.L.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabbages are fitted with 200 lbs. of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passes Messuring not more than 5ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, Passages, Fares, Freight, Handbooks, etc., apply to
MACKINNON, MAKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG.



THE ADMIRAL LINE

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

	(Calling at Shanghai and Kobe)	About July	10th.
"END COVE"	—	About July	15th.
"WHELAN"	—	About July	20th.
"ELBIE"	—	About Aug.	10th.

For PORTLAND direct.

"ABERCO"	—	About July	4th.
"FAWLET"	—	About July	10th.

Through Bills of Lading issued in Overland Company's ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478

Fifth Floor, HOTEL MANHATTAN

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons. 10,000 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS and HONOLULU

"NANKING" "CHINA" "NILE"

Aug. 10th.

July 22nd.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Principal Buildings, Lee House Street

Telephone, Passenger Dept. 1284. Telephone, Freight Dept. and Agents 2151.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, INLAND SEA, JAPAN and HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
PERSIA MARU	9,000	July 8th
KOREA MARU	20,000	July 14th
SIBERIA MARU	20,000	Aug. 10th (from Yokohama)

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CRUZ, BALBOA, ALLASCO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	July 15th
ANYO MARU	15,800	Sept. 5th
SEIYOMARU	14,000	Nov. 9th

Tickets are interchangeable with the Canadian Pacific Ocean Service Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.
For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager
King's Building
Telephone 2374 and 2375.

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION SAILING DATES

SHANGHAI, KOBE & "AMAZON" 19,000 On or about 15th July.

YOKOHAMA & "PAUL LUCAT" On or about 20th July.

SHANGHAI (Only) —

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, "PORTHOS" 20,000 On or about 23th June.

DIBOUTI, SUEZ, PORT SAID.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building

TELEPHONE 740

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marcellus) Sunday, 11th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" — Sunday, 8th Aug.

"CHICAGO MARU" — Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" — Sunday, 18th July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"SHIBEN MARU" — Friday, 2nd July

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands

"MADRAS MARU" — Saturday, 20th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly services touching at intermediate ports in Japan and sailing cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"ARABIA MARU" — Tuesday, 28th June.

"ARIZONA MARU" — Saturday, 17th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama

"AMAZON MARU" — Saturday, 28th June.

JAPAN PORTS—Mol, Kobe, Yokohama & Yokosuka.

"KOSOKU MARU" (Yokohama & Kobe) — Wednesday, 22nd June.

KEELUNG via SWATOW & AMOI—These steamers

have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Japanese Office

"KAIYO MARU" — Sunday, 27th June.

TAKAO via SWATOW & AMOI.

"KOSHI MARU" — Thursday, 1st July

For sailing dates and further particulars please apply to—

Y. YAMADA,
Manager,
No. 1, Queen's Building

Tel. No. 744 & 745.

LOS ANGELES-PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING ABOUT

S.S. WEST MONTOP... July 10th. S.S. WEST MONTOP... July 12th

S.S. WEST HIRA... Aug. 10th. S.S. WEST HIRA... Aug. 12th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hongkong Office—Prince Building, Chater St. Tel. No. 1082.

Branch Office—Kobe, Shanghai. CHAS. E. RICHARDSON General Agent for South China

Manila, Singapore.

